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2

THIRD ANNUAL REPORT

OF THE

BOARD OF TRANSPORTATION

FOR THE

Year Ending June 30, 1889.

STATE OF NEBRASKA.

OMAHA, NEB.:
HENRY GIBSON, STATE PRINTER AND BINDER.
1889.



H2284

REPORT OF BOARD OF TRANSPORTATION.

OFFICE BOARD OF TRANSPORTATION,
LINCOLN, NEBRASKA, Dec. 2, 1889.

To Hon. John M. Thayer, Governor of the State of Nebraska:

In accordance with Section 20, Article 8, Chap. 72, of the Revised Statutes of the State of Nebraska, entitled "Railroads," the Board of Transportation hereby submits its annual report for the year ending June 30, 1889.

Hereto attached you will find tables showing capital stock authorized, amount capital now outstanding, bonded indebtedness, floating debt, contract obligations and other statistics concerning the movement of freight and passengers, the earnings and operating expenses of railroads doing business in the State of Nebraska.

The report made by the railway companies herewith submitted were made upon blanks furnished this office by the Interstate Commerce Commission. The railroad companies have been reasonably prompt in making their reports, but there is one thing which this report cannot give exact data upon, and that is the actual amount of freight and passenger traffic that is exclusively Nebraska business. The Missouri Pacific, for instance, gives us a report of the business of the entire Missouri Pacific system. The Burlington & Missouri River (C. B. & Q. owners), gives us the amount of business transacted, in freight and passengers, west of the Missouri river, and in their gross income and expenditures the income of the C. B. & Q. system. We could have made an estimate of the Nebraska share of the business upon a mileage basis, but

this is not a fair or accurate way to arrive at business transacted in this State, and is liable to be misleading and in error, and at best would only be an uncertain approximation to the real facts, and we have not made the calculation.

The following is a history of the cases filed before the Board for the year ending June 30, 1889:

R. Hollingworth.	}
vs.	
Burlington and Missouri	
River Railroad in Nebraska.	

Complaint filed July 23, 1888.

Complainant alleges that the defendant refuses to comply with an ordinance of the village of Nelson, requiring it to grade its right of way.

Defendants answer denying its liability to do the grading. Hearing set for September 6, 1888. Said hearing was continued to September 13th, following.

Hearing had before the Board.

After which the complainant and defendant compromised the matter upon the following terms:

The railroad company to erect a trestle sidewalk over the draw mentioned in the complaint, and the city of, Nelson to erect a railing along the wagon road next to the draw and company to pay expense of the same.

William A. Gwyer,
 Complainant, }
 vs. }
Omaha and Southwestern
 Railway Co. and their }
 Lessees the Burlington and }
 Missouri River Railroad in }
 Nebraska, }
 Defendant. }

Complaint filed August 6, 1888.

COMPLAINT.

HISTORICAL FACTS.

1st. When the State of Nebraska was admitted to the Union the United States government donated to the State 500,000 acres of land for purposes of internal improvement.

2d. The Legislature of the State passed an act granting a number of acres per mile to the corporation known as the Omaha & Southwestern Railroad for the construction of a railroad from Omaha to Lincoln. The date of said act was probably about the year 1866 or 1868—and the exact number of acres per mile may be ascertained by examining the records in the archives of the State.

3d. The Omaha and Southwestern Railroad constructed 20 miles of said road due south to La Platte—thence six miles west on the north side of the Platte river to a point opposite to Cedar Island, so-called, and then stopped. Said road was duly examined by commissioners appointed by the governor, who made a report thereon, and thereupon lands were conveyed to the corporators of said road in accordance with the legislative act. It is presumed (not known by me) that the route and report is now in the archives of the State.

4th. The O. & S. W. Co. operated said road for a few years passing through my land in front of my quarry—which I operated with great profit after expending large sums of money in the plant, excavations, etc.

5th. The O. & S. W. Co., on or about the year 1875 leased (or sold) their road to the corporation known as the Burlington & Missouri in Nebraska. Said corporation operated said road until about the year 1879, in part—that is as far west as my quarry—when the iron was removed and the road abandoned without my knowledge, thus entailing a considerable actual loss in the improvements and other matters connected with quarrying, and consequential damages in the loss of a profitable business. (I will add, to make the statement more clear, that the road was diverted from its original route on the north side of the Platte river to the south side from La Platte to Creopolis.)

6th. I claim that this (divergence of the route of the road) was not only a wrong done me as an individual (for which I ought to have redress) but I also claim that it was in violation of the rights of the State, for the reason, that having built their road, the State having accepted the same, and the lands granted having passed into their possession, it was in the nature of a contract, and the grantee was in law bound to continue the operation of said road. Surely, the grantee could not of his own volition destroy six miles of the road, and keep the lands, and thus set at defiance law and justice and rob the State of its landed property.

7th. By reason of the above facts, I appeal to your honorable Board to cause to the reconstruction of said road as speedily as possible, and that I have the usual facilities granted by side-tracks, etc., to operate my quarry, and such general relief as the situation demands; and further, if denial is made, or a disposition shown not to obey the mandate of your Board, then in that event the Honorable Attorney General be instructed to forthwith bring suit on behalf of the state to recover from the O. & S. W. R. R. Co. or the B. & M. in Nebraska, which ever may be the culprits, the land which they received from the State, that justice may be done, that

device, tricks and jugglery, cannot always go unpunished and to show all men that the State is still triumphant.

I, William A. Gwyer hereby certify that the communication is true in all particulars, to the best of my knowledge and belief.

WILLIAM A. GWYER.

Subscribed in my presence this 3d day of August, 1888.

[SEAL]

GEORGE CHRISTOFFERSON.

Notary Public.

August 16th, 1888, the demurrer of defendants was filed.

William A. Gwyer,	}
<i>Complainant,</i>	
vs.	
Omaha & Southwestern	
Railroad Company, and	
their lessee, the Burling-	}
ton & Missouri River Rail-	
road Company,	
<i>Defendants.</i>	

Now comes the defendants in the above entitled cause and demur to the complaint of William A. Gwyer, and assign as a reason for such demurrer that the complaint does not state sufficient facts to constitute a cause of action, or a cause of complaint cognizable before this Board and against the said defendants.

2d. That the Board of Transportation has no jurisdiction over this action.

T. M. MARQUETTE.

Voluminous briefs were filed by both defendants and complainant.

September 13th, defendant's demurrer overruled.

September 27th, the evidence in this case was taken.

After a full consideration of the testimony and briefs filed in this case, the following report and finding was reported by the secretaries to the Board:

William A. Gwyer, <i>Complainant,</i>	}
vs.	
The Omaha & Southwestern R. R. Co. and the Burling- ton and Missouri River R. R. Co. in Nebraska,	
<i>Respondents.</i>	

There is no conflict as to the facts in this case, the material portions of which are briefly stated, and are as follows: Some time about the year 1870, the Omaha & Southwestern Railroad Company was incorporated under the laws of the State of Nebraska for the purpose of constructing and operating a line of railroad in the State of Nebraska through the counties of Douglas, Sarpy, Saunders, Cass, Lancaster, Seward, Saline and Gage, having its termini at Omaha, in said county of Douglas, and a point on the dividing line between the States of Kansas and Nebraska, near the Blue river. That during the year 1870 it constructed twenty miles of its road, commencing at the city of Omaha, running southerly fourteen miles to the town of La Platte, thence westward up the north bank of the Platte river a distance of six miles, to a point opposite Cedar Island. For the twenty miles thus constructed the said railroad company received the State aid provided for by the act of the Legislature, approved February 15, 1869. About the year 1871 the Omaha & Southwestern Railroad Company leased said line of railroad to the Burlington & Missouri River Railroad in Nebraska, which extended the line of road to the river south of La Platte, constructed a bridge across the river at this point, making a connection with the main line of the B. & M. R. R. on the south side of the river and has ever since maintained said bridge and operated its line of road on the same. No depot or station was ever located or constructed upon that portion of the road west from La Platte, but complainant being then the owner of lands along the line some two miles west of La Platte opened

up a stone quarry thereon, from which he at various times shipped the stone and expended in the development of his quarry about \$5,000. Afterwards, and some time prior to 1875, and upon the completion of said bridge (the exact date of which is not made clear by the evidence), the respondent took up that portion of the track between complainant's quarry and the point opposite Cedar Island, but continued to operate the line to the complainant's quarry as the business thereat required. The amount of business done at the quarry is not satisfactorily shown; it does, however, appear from complainant's testimony that for several months at a time nothing was done. Some time in 1879 or 1880 respondents took up the track between La Platte and the quarry, since which time it has been impossible to work the quarry to advantage and profit. In 1879 complainant conveyed the land and quarry to his wife, who having since deceased, the title is in complainant's children.

Complainant institutes this proceeding for the purpose of having the respondents required to re-construct and operate its road between La Platte and the quarry in question. It is evident that without a line of railroad thereto, the product of the quarry cannot be marketed, and that for this reason the owners thereof have been damaged by the abandonment and relocation by respondents of that portion of its road between La Platte and the quarry.

It is clear that the public are as well, if not better, accommodated by reason of the change made. The single question is presented as to whether a court of equity, in the proper exercise of its jurisdiction, should award a peremptory writ of mandamus, requiring the respondents to re-construct and operate its line of road to this quarry, upon facts showing an individual injury, but no injury to the public.

The statute under which a railroad incorporates, together with its articles of incorporation, constitute its charter. Sec-

tion 11, Compiled Statutes (enacted in 1864), provides as follows: "Whenever any railroad company, heretofore incorporated or which may hereafter be incorporated, shall find it necessary, for the purpose of avoiding annoyance to public travel, or dangerous or difficult curves or grades, or unsafe or unsubstantial grounds or foundations, or for other reasonable causes, to change the grade or location of any portion of their road, whether heretofore made or hereafter to be made, such railroad companies shall be and are hereby authorized to make such changes of grade and location, not departing from their general route. And for the purpose of making any such changes in the location and grades of any such roads as aforesaid, such company shall have all the rights, powers and privileges to enter upon and appropriate such lands and make such surveys necessary to effect such changes and grades, upon the same terms and be subject to the same obligations, rules and regulations as are prescribed by law; and shall also be liable in damages, where any may have been caused by such change, to the owner or owners of lands upon which such road was heretofore constructed, to be ascertained and paid or deposited as herein provided * * *

The change in location as made by respondents, not being a departure from the general route, or the road, was clearly authorized by the above cited provision of the statute, if such change was made for any reasonable cause.

In their answer respondents claim that such change was made to secure a more practicable and feasible crossing of the Platte river with its railroad bridge. There is, however, a total want of evidence upon this point.

The fact that the railroad company made such change, deeming it desirable, is in our opinion prima facie evidence of the existence of such reasonable cause. The Supreme Court of this State, in *Deitricks vs. L. & N. W. R. R. Co.*, 13 Neb., 364, said, "We are of the opinion that in the location of depot

and other grounds of a railroad company, and in fixing their extent, the decision of the general manager of the company, who, as this official designation fairly implies, and the evidence clearly shows, had charge of all its business, including the construction of the road and buildings, is prima facie, and in the absence of all evidence to the contrary, a just measure of what is essential to the convenient and proper conduct of its business, and sufficient to warrant the exercise of the power of eminent domain in its behalf." This rule we think equally applicable to the case here. The injury sustained by the change of that part of respondents' road being a purely private one, and the statute above referred to having provided an adequate remedy to obtain compensation for the injury, we are of the opinion that the remedy thus afforded by the statute is an adequate one, and to the tribunal there provided and in the manner therein prescribed should the parties resort.

We recommend the adoption of the following finding and order:

FINDING.

That under the facts proved the injury shown is purely individual and not public, that the statute affords a full and adequate remedy for such individual injury, and complainant is not entitled to the relief asked.

ORDER.

It is ordered and adjudged that this action be dismissed.

W. H. MUNGER,

J. H. AGER.

Secretaries.

Robert Lucas,	}
<i>Complainant,</i>	
vs.	
Fremont, Elkhorn & Missouri Valley Railroad Company,	
<i>Defendant.</i>	}

The complainant in this case is a resident of the town of Pierce, Pierce county, in this State.

Complainant says that he desired to ship six cars of cattle from the station of Valentine, a station on the Fremont, Elkhorn & Missouri Valley Railroad, to the city of Pierce, in Pierce county, Nebraska.

That the said respondent demanded of complainant for the transportation of cattle per car, from Valentine to Pierce, the sum of \$46.50 per car.

The complainant says that the charge of \$46.50 is unreasonable, unjust and excessive, and complainant alleges that the sum of \$26.00 would be a reasonable and just charge for such service.

The complainant shipped said six cars of cattle to Neligh, a station on said defendant's road, and that said respondent charged for such transportation the sum of \$31.45 per car, or a total of \$188.70 for the six cars; that the said charge of \$31.45 per car, from Valentine to Neligh, a distance of one hundred and fifty-four miles, is an unjust, unreasonable and excessive charge, and alleges that a reasonable and just charge for said services would be the sum of \$20.00 per car.

Therefore your complainant asks that the Board of Transportation of the State of Nebraska investigate the matters and things complained of, and render such a decision thereon as justice and equity require; and that you will order said respondent to refund the amount found by you to be in excess of a just and reasonable charge for the services performed.

(Signed.)

ROBERT LUCAS.

On the 24th day of August, 1888, the respondent filed its answer in the office of the State Board of Transportation, setting up a general denial as to the unreasonableness of the charges as set forth in complainant's complaint; and admitting that the respondent did charge and collect from complainant the sum of \$31.45 per car for transporting complainant's cattle from the station of Valentine to the station of Neligh, and alleges that such charge is the usual rate, and that in all respects the charge is reasonable and just.

[Signed.]

JOHN B. HAWLEY,
Attorney for Respondent.

The answer is sworn to by K. C. Morehouse, freight agent of the Fremont, Elkhorn & Missouri Valley Railroad Company.

This case was dismissed for want of prosecution, with leave to reinstate in thirty days, upon a proper showing.

J. W. Castor, <i>Complainant.</i> vs. Burlington & Missouri River Railroad in Nebraska, <i>Defendant.</i>	}
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COMPLAINT.

Filed August 27, 1888.

1st. Complaint alleges that the Burlington & Missouri River Railroad in Nebraska is a corporation organized under and by virtue of the laws of the State of Nebraska, etc., etc.

2d. That the said railroad company has failed, refused and neglected to provide suitable accommodations for traveling, and for the receipt of and discharge of passengers and freight at the town of Emerald.

3d. That the said town of Emerald has at present about fifty inhabitants, and that there are the following lines of business represented in said town: Mercantile business, blacksmith and wood shops, boot and shoe shop, grain merchants, coal dealers and carpenter shops.

4th. That the shipments from said town and the income of said company from passengers arriving and departing from said town during the year ending July 31, 1888, was about the sum of \$5,000. Therefore your complainant prays that you will cause the matters and things herein set forth to be investigated and render a decision thereon as justice and equity may require.

[Signed.]

J. W. CASTOR.

Sworn to before Willie Meyer, Notary Public.

Answer filed September 6, 1888.

J. W. Castor,	}
<i>Complainant,</i>	
vs.	
Burlington & Missouri River Railroad in Nebraska,	
<i>Respondent.</i>	}

ANSWER.

Now comes the defendant, and for answer to the complaint filed by the complainant in this case, denies that the depot facilities at the station of Emerald are insufficient to accommodate the traffic of that place.

Defendant, further answering, says that the business at that station, both freight and passenger, is very small, and is not sufficient to justify the defendant in going to the expense of building a larger and more commodious depot. That the same, as at present constructed, is large enough to accommodate all of the passenger business and to store all of the freight received at that point, and that traffic at that place is

not sufficient to justify this defendant in going to any additional expense.

Defendant alleges the fact to be that, during the years 1886 and 1887, all of the business done at the station of Emerald, both passenger and freight, only amounted to \$628.35, as shown by Exhibit "A," hereto attached and made a part of this answer.

Defendant, further answering, denies each and every allegation in said complaint contained, not hereinbefore admitted.

Wherefore the defendant asks that said bill of complaint may be dismissed.

[Signed.]

MARQUETTE, DEWEESE & HALL,
Attorneys for Defendant.

Hearing of this case was fixed for Thursday, September 20, 1888, at 11 o'clock A. M. Afterwards the hearing was continued until September 27th.

A hearing of the evidence in this case was had at the office of the Board of Transportation on Thursday, September 27, 1888, and the evidence shows the following facts, to-wit:

Emerald is a station on the Burlington & Missouri River Railroad in Nebraska, seven miles east of Pleasant Dale and seven miles west of Lincoln.

Statement filed by the company, the receipts from sale of tickets at Emerald from January 17, 1888, to September 21, 1888, inclusive, was \$265.70.

That the amount collected on freight from January 1, 1888, to September 26, inclusive, was \$55.67.

An estimate of freight forwarded business for the two years ending July 1, 1887, \$4,870.00; July 1, 1888, \$4,340.00.

The evidence showed that the company furnished no other depot for the accommodation of its patrons at Emerald than an ordinary hand-car house, nine by twelve feet in size.

That at times this small room is entirely inadequate to

accommodate the patrons of the company at this station, who desire to take the train, and insufficient for the storage and proper care of merchandise shipped to this station.

It was also shown that the platform used for receiving and unloading freight is inapproachable by teams, etc.

Your secretaries therefore recommend that an order issue from your honorable Board requiring the Burlington & Missouri River Railroad Company in Nebraska to satisfy the complaints by the erection of a depot that will furnish ample facilities for the comfort of passengers and for the proper handling and storage of freight.

Dated at Lincoln the 28th day of September, 1888.

[Signed.]

J. H. AGER,
W. H. MUNGER,
O. P. MASON.

At a meeting of the Board of Transportation held December 14, 1888, the following proceedings were had:

In the matter of the complaint of J. W. Castor against the B. & M. R. Railroad in Nebraska:

Now on this 14th day of December, 1888, said cause came to be heard upon the report and findings of the secretaries of on said Board, and after consideration thereof the Board finds that there exists a necessity for a depot building at the village or station of Emerald on the line of said respondents' railway, to the end that the safety, comfort, accommodation and convenience of the public and of the individuals having business to transact at said Emerald station, may be secured. Therefore it is considered, ordered and adjudged that the said Burlington & Missouri River Railroad Company in Nebraska, within thirty days from the date of the service of this order, construct a depot building at said Emerald station of such size as to furnish sufficient accommodations for passengers, and for storage of freight, and that the necessary platforms for receiving and delivering freight be provided, etc.

This order was served on the said railroad company, on the 17th of December, and on the 11th day of January G. W. Holdrege, General Manager of the B. & M. R. R. in Nebraska, wrote to Secretary Hon. O. P. Mason, as follows:

OMAHA, NEBRASKA, June 11, 1888.

Hon. O. P. Mason, Lincoln, Nebraska:

DEAR SIR—Referring to your favor of December 17th in relation to depot at Emerald station, I beg to call your attention to the following copy of a letter from our agent at that point, viz:

“We have now a waiting room 9½x15 feet and office 8½x12, inside measure. They are connected by door and ticket window, making a convenient and comfortable depot which accommodates all our passengers very nicely, and is a neat and warm building. The people seem to be very well satisfied with the present accommodations. I think our building large enough for our present business at this place.”

From this letter it would seem that a wrong impression exists in connection with the facilities at Emerald station. It seems to me and I trust you will agree with me, that the facilities we now furnish at this point are sufficient for the proper handling of our business.

Yours truly,

G. W. HOLDREGE.

January 12th Secretary Mason acknowledged the receipt of Manager Holdrege's letter and, replying, said: “We will at the earliest practical moment, visit Emerald station, and examine the accommodations there furnished, in compliance with the order of the Board, and trust they will be found satisfactory at present.

We will advise you of the result of our investigation.

Yours truly,

O. P. MASON,

Secretary Board of Transportation.

No. 35.

R. C. Evans,	}
<i>Complainant,</i>	
vs.	
Fremont, Elkhorn & Missouri Valley Railroad Company,	
<i>Respondents.</i>	

Complaint filed August 23, 1888.

Answer day, September 1, 1888.

Answer filed September 25, 1888.

R. C. Evans, complainant in the above entitled case, resides at Newport, Brown county, Nebraska, a station on respondent's railroad.

Complainant, for cause of complaint against the above named respondent, alleges that on the second day of September the then Board of Railroad Commissioners issued an order or recommendation requiring the said respondent to provide a depot and other shipping facilities at said Newport Station, in Nebraska. That said respondent has provided a depot and side tracks at said Newport station, but has wholly neglected to provide stock yards for the shipment of stock although frequently requested so to do by your complainant and other citizens of the said town of Newport. The complaint alleges that said stock yards for the receiving and loading of live stock are a neccessity for the convenience and accommodation of the shippers and the public; that there is a large number of cattle raised and fed in the vicinity of Newport, and that there would be at least fifteen cars of cattle, hogs and sheep shipped per month from this station.

Complaint is subscribed and sworn to by

R. C. EVANS.

Before G. L. LAWS, *Secretary of State.*

A copy of the foregoing was mailed to W. F. Fitch, General Manager of the Fremont, Elkhorn & Missouri Valley Railroad Company, who responded as follows:

F., E. & M. V. R. R. Co.,
 OFFICE OF GENERAL MANAGER,
 OMAHA, Aug. 28, 1888. }

W. A. Munger, Esq., Secretary State Board of Transportation, Lincoln, Neb.:

DEAR SIR—I am in receipt of your communication of the 23d instant in relation of the stock yards at Newport. In reply will say, that I was not conversant with this fact until I received this complaint, for the reason perhaps there has been no occasion to use one.

I have this day issued instruction to our Division Superintendent to have a yard built at once, and advise me when it is completed, at which time I will in form you.

Trusting that this will be entirely satisfactory to your Honorable Board, I am,

Very truly yours,

W. F. FITCH,

General Manager.

Under date of October 10, 1888, Secretary W. H. Munger received a letter from General Manager W. F. Fitch, informing the Board that "the new side track and stock yards at Newport, this State, are completed and ready for use." This satisfies the complaint and closes the case.

No. 38.

Before the Honorable, the Board of Transportation of the State of Nebraska.

J. R. Van Boskirk,	}
<i>Complainant,</i>	
vs.	
The Burlington & Missouri River Railroad in Nebraska,	
<i>Respondents.</i>	

Complaint and Petition of J. R. Van Boskirk.

Filed September 6, 1888.

Comes now the said J. R. Van Boskirk, complainant and

petitioner, and represents to your honorable body that he is a resident of Box Butte county, in this State, and as such was during the whole of the month of August, 1888, regularly engaged at the village of Alliance, in said county, in the business of dealing in agricultural implements including threshing machines, separators, horse-powers and the like.

The said Burlington & Missouri River Railroad Company is and has been, for more than a year last past, a corporation and common carrier, duly organized and existing under and by virtue of the laws of this State, and as such operating a line of railroad and engaged in the transportation, for hire of passengers and property between points in this State including those hereinafter named.

During the month of August, 1888, your petitioner, in the regular course of his said business, caused to be shipped and consigned to him from and by the J. I. Case Threshing Machine Company, of Racine, in the State of Wisconsin, to said Alliance, in this State, two (2) separators and two (2) horse-powers.

Said separators and horse-powers were of the aggregate weight of 20,000 pounds, and constituted a carload and were shipped as such from said Racine to said Alliance, over lines of railroad connecting with said Burlington & Missouri River Railroad in Nebraska, and from said Lincoln to said Alliance over the line of said Burlington & Missouri River Railroad in Nebraska.

The distance from said Racine, Wisconsin, to said Lincoln, Nebraska, is 600 miles, and the distance from said Lincoln to said Alliance is 361 miles and no more, said distance from said Racine to Lincoln being one and two-thirds ($1\frac{2}{3}$) times as great as said distance from Lincoln to Alliance.

For said shipment said Burlington & Missouri River Railroad in Nebraska charged and extorted from your complainant

the aggregate sum of \$160, which said charge and sum was and is made up of the following items, to-wit:

For advance charges.....	\$50 00
Charges for shipment from Lincoln to Alliance	110 00
Total Charges	<u>\$160 00</u>

For said shipment the said Burlington & Missouri River Railroad in Nebraska rendered your complainant its bill setting forth said charges, and refused to deliver said separators and horse-powers, or either of them, to your complainant until said bill was first fully paid.

On August 8, 1888, in order to obtain said separators and horse-powers, your petitioner was compelled to and did pay said Burlington & Missouri River Railroad in Nebraska the full amount of said bill so rendered, to-wit: the sum of \$160. Said original bill so rendered by said railroad and paid by your complainant, together with the receipt of said payment duly endorsed thereon, is hereto attached, marked exhibit "A" and made part hereof.

Your complainant further avers the facts to be, that said advance charge includes for said shipment from said Racine to said Lincoln and includes all charges, transferring said separators and horse-powers from said connecting lines of railroad to the line of said Burlington & Missouri River Railroad in Nebraska, and includes all terminal charges, both at said Racine and at said Lincoln, and includes the entire cost and charge for said shipment from said Racine to said Alliance, save and except only the charge for the shipment over the line of the Burlington & Missouri River Railroad in Nebraska from said Lincoln to said Alliance. Your complainant further avers and admits that said advance charges, being \$50 for a haul of said carload over a distance of 600 miles, and for all terminal and transfer charges, is not excessive, but is just, reasonable and ample compensation therefor; but he submits

to your honorable body and avers that said charge of \$110 for hauling the same carload over a distance of only 361 miles is unjust, unreasonable and grossly extortionate, and at least \$80 in excess of a just and reasonable charge for such transportation, and that said excess should of right be refunded your complainant by such railroad company.

Therefore, your complainant prays that said Burlington & Missouri River Railroad in Nebraska be required to satisfy this complaint and make full reparation for said injury done your complainant, and for such other further or different relief as may be just in the premises and afforded by the laws of this State.

J. R. VAN BOSKIRK.

STATE OF NEBRASKA, }
Hamilton County. } ss.

J. R. Van Boskirk, being first duly sworn, deposes and says: I am the person who makes the above and foregoing complaint. I have read the same and verily believe the facts therein stated to be true.

J. R. VAN BOSKIRK.

Subscribed in my presence and sworn to before me by the said J. R. Van Boskirk, this 5th day of September, A. D. 1888.

WALTER CHAMBERS,
Notary Public.

[Seal.]

On the 8th day of September, 1888, a copy of the foregoing complaint was mailed to G. W. Holdrege, General Manager of the B. & M. R. R. in Nebraska, at Omaha, Neb.

September 20th, the B. & M. R. R. by its attorneys, Marquette & Deweese, filed the following demurrer to complainant's complaint.

Before the Board of Transportation of the State of Nebraska:

J. R. Van Boskirk,
 Complainant,
 vs.
The Burlington and Mis-
souri River Railroad in
Nebraska,
 Respondents.

Now comes the defendant and demurs to the complaint filed by the complainant herein on the 8th day of September, 1888, for the reasons:

1st. Said complaint does not set forth facts sufficient to constitute a cause of action.

2d. Said complaint shows on its face that this Board has no jurisdiction of the matter complained of; the rate of which complaint is made being an inter-state rate between Racine, in the State of Wisconsin, and the town of Alliance, in the State of Nebraska.

MARQUETTE & DEWEESE,
Attorneys for Respondents.

November 8, 1888, the foregoing demurrer was submitted to the secretaries without argument and, after due consideration of the premises, the demurrer was sustained on the ground that the shipment complained of was an inter-state one. Leave was granted to file an amended complaint within thirty days, or, upon application, the complaint will be certified to the inter-state commerce commission.

No amended complaint having been filed since, and no application to have the papers in the case certified to the inter-state commerce commission, the case ends.

No. 39.

B. Frank Moore,
Complainant,

vs.

Burlington & Missouri
 River Railroad in Ne-
 braska,

Respondents,

COMPLAINT.

Filed December 1, 1888.

Your complainant, for cause of complaint against the above named respondent, alleges:

1st. That the Chicago, Burlington & Quincy Railroad Company, a corporation organized under the laws of the State of Nebraska, as assignee and grantee of the Burlington & Missouri River Railroad in Nebraska, operates a line of railroad which said line of railroad passes through the village of Adams, Gage county, Nebraska, which said line of railroad was formerly known as the Atchison & Nebraska Railway Company.

2nd. That your complainant, B. Frank Moore, is one of the Board of County Supervisors of Gage county, and makes this complaint on behalf of the village of Adams, and the citizens thereof, and in behalf of said Gage county.

3d. That the township of Adams, Gage county, Nebraska, has graded Elm street running east and west up to where said railroad crosses said Elm street both east and west of said Elm street and the said railroad intersects and stops the travel over and along said Elm street each way, and the said railroad company refuses to put in a crossing over and along said Elm street.

4th. That said Elm street intersects Fifth street at about the point where said railroad crosses said Elm street.

5th. That to allow or permit travel to pass and repass on said Elm street, which is a public thoroughfare, requires a

crossing over said railroad track where said Elm street crosses said railroad, and this would necessarily make a crossing for the travel passing along and over said railroad on Fifth street. And your complainant represents that the exigencies of public travel, the business interests of the said village of Adams, the public necessity of the county travel along said Elm street and said Fifth street necessitates a crossing over said railroad, on said Elm street and said Fifth street at the point of intersection mentioned in the third paragraph of this complaint.

6th. Your complainant further represents that he on behalf of said Adams township, and the citizens thereof, and on behalf of the citizens of Adams and of said village, acting for and on behalf of each of them, has requested the managers of said railroad company to put in the crossing aforesaid at the intersection of Elm street with said Fifth street, and they have refused and still refuse so to do to the great inconvenience, hindrance and delay of the public travel.

7th. And your complainant further represents that there is no way by which the travel along Elm street can get or pass from one side of the railroad to the other except by crossing the railroad where the same crosses the intersection of Elm and Fifth streets.

Your complainant therefore prays that your Honorable Board order said railroad company to put in a safe and suitable crossing over its railroad tracks, where Elm street crosses the same, and put in a safe and suitable crossing at the point where Fifth street crosses the said railroad, and that the place where Elm and Fifth streets intersect, which is at said railroad crossing, and for such other and further relief as may be equitable and proper.

B. FRANK MOORE,
Complainant,
Supervisor, Adams Precinct.

A copy of the foregoing complaint was mailed to G. W.

Holdrege, General Manager of the B. & M. R. R. in Nebraska,
December 1, 1888.

No answer having been filed in the case it is presumed that the matter of the complaint has in some manner been adjusted between the village of Adams and the Burlington & Missouri River Railroad in Nebraska.

Scott & Murphy,	}
<i>Complainants,</i>	
vs.	
Burlington & Missouri River Railroad in Nebraska, C., B. & Q. Railroad Company, Owners,	
<i>Respondents.</i>	

COMPLAINT.

Filed December 17, 1888.

Your complainants represent and complain that the Burlington & Missouri River Railroad in Nebraska, (C., B. & Q. Railroad Company, owners,) is a corporation incorporated under the laws of the State of Nebraska, and engaged in the transportation of freight and passengers. That one line or branch of said railroad company runs from Lincoln, in the State of Nebraska, through Seward county, and thence to Grand Island, Nebraska. That Utica is a station on said line of railroad for the shipment of grain and passengers. That your complainants, under the firm name of Scott & Murphy, are buying and shipping grain at said Utica, in said State of Nebraska, over and upon said railroad. That said railroad connects with the main line of said Burlington & Missouri River Railroad in Nebraska, C., B. & Q. Railroad, owners, at Lincoln, Nebraska. That your complainants have demanded of said railroad company cars, in which to load and ship grain, and said company have refused to furnish to your com-

plaintants cars in which to load and ship their grain; and said railroad company have further refused to furnish them their equitable proportion of cars at said station, left there for loading and shipment of grain, there being several other shippers of grain at said point. That your complainants have no elevator for handling this grain, and said railroad company makes that a pretense for furnishing to other shippers who have elevator facilities for handling grain at that point, more cars at that point than to your complainants.

Your complainants further represent, that they have in the twenty days last past frequently demanded cars of said railroad company, in which to load and ship grain from said railroad to Eastern cities with which said railroad company forms a continuous line of connection, to-wit: Chicago and other Eastern points, and said railroad company have refused to furnish your complaintants cars as needed for the shipment of grain by your complainants.

Your complainants therefore pray that the said State Board of Transportation will take the necessary steps and make the necessary orders to provide your complainants with cars in which to load and ship grain on said respondents' railway to Chicago and other Eastern points or markets with which said railroad company forms a continuous line of shipment for the transportation of grain.

SCOTT & MURPHY.

STATE OF NEBRASKA, }
Lancaster County. } ss.

J. W. Scott, being first duly sworn, deposes and says that the facts, allegations and statements in the foregoing complaint are true, as he verily believes.

J. W. SCOTT.

Subscribed in my presence and sworn to before me, this 15th day of December, 1888.

O. P. MASON,
Secretary State Board of Transportation.

A copy of the foregoing complaint was mailed to G. W. Holdrege, General Manager of the Burlington & Missouri River Railroad in Nebraska.

Under date of December 26, 1888, General Manager Holdrege replies:

GENERAL MANAGER'S OFFICE, }
OMAHA, Dec. 26, 1888. }

Board of Transportation, Lincoln, Nebraska :

GENTLEMEN—Referring to the complaint of Scott & Murphy, of Utica, as to shortage of empty car supply, the trouble is that just now grain shipments are so heavy that we have not a sufficient number of cars to give all interested in grain shipments a sufficient number of cars, sufficient to supply their demands. (We, however, have enough cars to supply the ordinary demands of shippers). In cases of this kind it is our custom to furnish men who own elevators for the handling of grain the same proportion of empty cars as we give them when cars are plenty.

To men who simply buy grain delivered on the tracks, and who do not own elevators or other facilities for handling grain, we give a smaller proportion of cars than is furnished to elevator men. Our reason for this is, that men who buy grain for track delivery are not engaged in making shipments at any time in the year, except during the best part of the shipping season, and we do not think, therefore, that they can rightly ask of us the same facilities in the matter of cars as the men who have been to the expense of erecting elevators, and who are engaged in making shipments all the year round.

I attach hereto an order from Division Superintendent, showing our method of distributing cars, which I deem just. We have endeavored to treat Messrs. Scott & Murphy fairly in the distribution of cars at Utica, and trust that when this matter is fully explained the complaint may be withdrawn.

Yours truly,

G. W. HOLDREGE,
General Manager.

At the request of Smith & Biggs, attorneys for Scott & Murphy, Utica was named as the place, and January 17, 1889, as the day for hearing the evidence in this case.

For some cause the Board was not present to hear evidence in the Scott & Murphy case, at Utica, on the day fixed for the hearing of the same.

Afterwards the Board received the following letter from Messrs. Smith & Biggs, attorneys for complainants:

SEWARD, NEBRASKA, Jan. 18, 1889.

State Board of Transportation, Lincoln, Nebraska:

GENTLEMEN—Referring to the complaint of Messrs. Scott & Murphy, of Utica, against the B. & M. R. R. Co., the hearing of which was to have taken place on yesterday, we would say complainants were very much disappointed when it became apparent no disposition could be made of it till later.

They were present yesterday, with quite a number of witnesses, ready for trial. If no hearing can be had during the busy season among shippers, it would seem useless to have a hearing at all. Their object is not to promulgate orders, but to obtain relief, and in view of the uncertainty of the time when your Honorable Board can act on this matter, they instruct me to state that they prefer to pursue their remedy in the District Court, and with that end in view, would hereby dismiss their complaint on file before you, without prejudice to such future action on their part as may be provided by statute.

Yours truly,

SMITH & BIGGS,
Attorneys for Complainants.

No. 41.

James Clark and John Mc- Caig,	}
<i>Complainants,</i>	
vs.	
Missouri Pacific Railway Company,	
<i>Defendants.</i>	}

Filed December 18, 1888.

Your complainants John McCaig and James Clark respectfully represent to your Board that the Missouri Pacific Railway Company is a railroad corporation doing business in the State of Nebraska under the laws thereof.

Your complainants named respectfully represent that heretofore they have made application to the said Missouri Pacific Railway Company at Wabash station, in the county of Cass, State of Nebraska, for cars to load and ship grain to St. Louis, Missouri. That the said railroad company have ignored said application, and failed and refused to furnish the cars, the necessary cars to ship the grain of your complainants or to load the same, at the same time pretending that they had not got the cars to furnish to your complainants, whereas in truth and in fact there were plenty of empty cars along the route of said railway at Lincoln station and other stations which might have been furnished to your complainants and also at Wabash station.

Your complainants further represent that the said Missouri Pacific Railway Company, for nearly thirty days last past, have persistently refused to furnish to your complainants and others, shippers of grain, with cars from said Wabash station to St. Louis; at the same time there were plenty of empty cars at said station which they would furnish for the shipment of grain to Leavenworth but not further.

Your complainants further represent, that during that time they did propose to furnish foreign cars to be loaded with

grain to be shipped to Leavenworth but expressly refused to furnish cars to be loaded with grain for St. Louis.

Your complainants further represent, that various shippers of grain from Wabash station, in Cass county, Nebraska, had contracts for the delivery of grain in bulk to St. Louis during and within thirty days last past, and they severally made application to the Missouri Pacific Railroad Company for cars in which to load and transport said grain to St. Louis, Missouri, and said Missouri Pacific Railroad Company refused to furnish said cars for the shipment of grain to St. Louis, in consequence of which the contracts for the delivery of said grain from said Wabash station to St. Louis had to be and were cancelled to the damage of the several shippers of grain from said Wabash station to St. Louis.

Your complainants further represent that for some cause, to your complainants unknown, but which is believed to arise out of some freight combination of the Missouri Pacific Railway Company with other railroads in respect to the transportation of grain in bulk to St. Louis, have persistently refused during the last thirty days or thereabouts, to furnish cars to shippers, and especially to complainants, to ship grain or load the same at said Wabash station for St. Louis.

Wherefore your complainants ask the interposition of the said Board of Transportation and peremptorily order the defendants, the Missouri Pacific Railroad Company, requiring them to furnish the necessary cars for the loading and shipping of grain to St. Louis, or any other station on the line of their said railroad.

Your complainants further represent, that the said Missouri Pacific Railroad Company runs and operates a line of railroad from Lincoln, in the State of Nebraska, through Nebraska, Kansas, and Missouri to St. Louis, and that the said St. Louis to which point they refused to furnish cars at

Wabash station to ship grain in bulk to said St. Louis, is on the line of their railway.

Wherefore you complainants demand that the said State Board of Transportation order and require the said Missouri Pacific Railway Company to furnish to your complainants, and all other shippers similarly situated, cars in which to load their grain and transport the same from said Wabash station and other stations along their line of railway to St. Louis.

STATE OF NEBRASKA, }
Lancaster County, } ss.

John McCaig, one of the above named complainants, being first duly sworn, deposeth and says, that the facts, allegations and statements in the foregoing complaint are true.

JOHN McCAIG.

Subscribed in my presence and sworn to before me this 10th day of December, 1888.

O. P. MASON,

Secretary State Board of Transportation.

Under date of December 18, 1888, a copy of the foregoing complaint was mailed to S. H. H. Clark, First Vice-President of the Missouri Pacific Railway Company, at St. Louis, Mo.

Under date of December 24th, Vice-President Clark replied, as follows:

ST. LOUIS, MO., December 24, 1888.

J. H. Ager, Secretary Board of Transportation, Lincoln, Neb.:

DEAR SIR—I am in receipt of notice under date of December 18, 1888, enclosing certified copy of complaint of James Clark and John McCaig against the Missouri Pacific Railway Company in the State of Nebraska, alleging discrimination in the furnishing of cars for movement of grain from Wabash station, on the Lincoln branch of the Missouri Pacific Railway, to which the Board of Transportation desired reply before the 28th instant.

Since receipt of the papers, have instructed the superin-

tendent of the car service of this company and the superintendent of the Western Division of the Missouri Pacific Railway to report upon the subject and am in receipt of the statements of these officers. The substance of the complaint of Messrs. Clark and McCaig is that the cars of foreign companies have been furnished shippers of grain at Wabash station for lading to Leavenworth, but not to shippers desiring to forward consignments of grain to St. Louis or other points. There is no complaint, as I understand, that discrimination has been made in the disbursement of cars belonging to this company.

In explanation, I beg to state that a considerable number of cars have been received from our eastern connections during the past sixty days, consigned to points in Nebraska for lading with grain for transportation over our lines and delivery to roads reaching points east of the Mississippi river, stopping en route at Leavenworth elevator for inspection and weights. The cars belonging to such foreign companies are delivered to this company with special instructions as to their disposition, and it is out of the power of this company to direct them to other points or to make use of them in trade between local points on our line. This use of foreign cars is in accordance with the established rule of railways forming continuous lines of transportation, and any deviation from the proper use of the equipment furnished this company by foreign lines in this manner would result in the withdrawal of their equipment from our lines.

In this connection, would further state that while we much prefer to use wholly our own equipment to avoid payment of mileage to foreign companies, we have in order to relieve Nebraska stations, accepted and used any freight cars of foreign lines which shippers were able to secure for the movement of their business.

This arrangement has been of direct benefit to all ship-

pers inasmuch as it releases our local equipment to the extent of the use of foreign cars. At the same time, all shippers are at liberty to arrange with foreign lines to send cars to parties on our road for lading, if they so desire.

I am advised by the officers of this company, above named, that the distribution of system cars between stations on the Lincoln Branch has been made without discrimination for or against any particular shippers. While the number of system cars has been inadequate to move all the grain offered for shipment, every effort possible has been made to furnish the necessary supply of cars, and such as have been furnished have been divided as equitably as possible to meet the demands of all desiring to make shipments over our line.

Trusting the above will furnish you the information desired, I am,

Yours truly,

S. H. H. CLARK,
First Vice-President.

The Board fixed upon Wabash, Cass county, Nebraska, and January 18, 1889, as the place and time the evidence in this case would be heard.

After hearing the evidence adduced at the hearing and the argument of counsel, the secretaries make the following report and recommendation in the above entitled cause, to-wit:

To the Board of Transportation:

In the matter of the complaint of James Clark and John McCaig against the Missouri Pacific Railway Company:

This complaint was filed with the Board of Transportation December 10, 1888, and alleges that on December 7, 1888, the complainants applied to the agent of the Missouri Pacific Railway Company at Wabash station for two cars to be loaded with corn for shipment to St. Louis, and that "said railroad company ignored said application and failed and refused to furnish cars to ship the grain of the complainants or load

the same, at the same time pretending that they had not the cars to furnish, whereas in truth and in fact, there were plenty of empty cars along the route of said railway at Lincoln and other stations, that might have been furnished to complainants and also at Wabash station."

Testimony in the case was taken at Wabash station on February 6, 1889, the complainants appearing with a number of witnesses and the company being represented by Mr. C. F. Rathburn, Superintendent; J. A. Edson, Division Superintendent, and others. The testimony which, together with this finding of facts, is herewith respectfully submitted, shows the following:

Neither Mr. Clark or Mr. McCaig are grain dealers, but each desiring to ship for themselves a car of corn to St. Louis, did, on December 7, 1888, make application to the agent of respondent at Wabash station, that they were informed by the agent that he would furnish the cars as soon as possible, but that the two elevators had applications in ahead of them, and, being regular shippers, they, the complainants, would have to await their turn.

The evidence of the complainants further shows, that on being thus told by the agent, and knowing that applications were already made for 150 cars, they concluded not to wait, but on December 10, proceeded to Lincoln and for themselves, and the community, lodged their complaint.

They further testify that they did not afterward go to the agent to see if the cars had been provided.

Mr. Alexander, the agent for the company, to whom their application for cars was made, testified that the cars were procured for them and set in at the station, but that the complainants "never came afterwards,"

The testimony further showed that during the period in which complainants allege a scarcity of cars, the buyers at Wabash, appreciating the needs of the farmers of that

vicinity, paid a higher price for corn than was paid by the buyers at neighboring stations, and that resulted in bringing more corn to Wabash from a considerable territory not hitherto tributary to that station, and far beyond the elevator and cribbing facilities provided for its handling.

It was further shown that St. Louis had not hitherto been a principal market for Nebraska corn, the movement of that commodity having previously been largely to the East by the way of Chicago, Peoria and Cincinnati, and that this diversion to a Southern market was somewhat unexpected by the railroad company, and hence ample facilities for its movement could not at once be provided for by them.

It is shown that during the period of scarcity of cars available for shipment to St. Louis there was also a scarcity over nearly the whole system, which was accounted for by the respondent as follows:

“At this time the movement of cotton was particularly active, and required a greater number of cars than at other seasons of the year. The Missouri, Kansas & Texas Railway, heretofore a part of the Missouri Pacific system, had recently gone under control of a receiver, who had called in all its rolling stock, thus depriving them of a great number of cars that had theretofore been available for system business; the mileage of the Missouri Pacific had been increased without a corresponding increase of rolling stock.”

It was shown there were foreign cars available for shipments to Leavenworth and other points than St. Louis, but it was contended that these cars were received by the Missouri Pacific, under instructions from the roads owning or the persons procuring them, to be loaded only for certain destinations, and that the Missouri Pacific had no right or authority to divert them to other channels than those specified in the instructions.

It was shown that at the time of the hearing of the case

the surplus of corn at Wabash and other Missouri Pacific stations had been greatly reduced, and that the company was furnishing cars for St. Louis with reasonable promptness. It was also shown that during the scarcity of cars, that the company was active in its efforts to furnish them, and that it is now adding largely to its equipment.

The Missouri Pacific Railway, like other railways, is operated for revenue, and it is unreasonable to suppose that it would willingly pay mileage on foreign cars and divert traffic from its own to foreign roads, giving to such other roads a long haul, and itself accepting a short haul, if it could possibly furnish cars of its own, and thus secure the entire, or longer haul.

A rise in the market, an unusually heavy crop, the opening of a new market and consequent divergence of traffic may for a time so increase shipments as to render it impossible for the best equipped road to make immediate response to all requisitions for cars, and, while they should at all times use every endeavor to do so, the very fact that they cannot, often prevents the evils resulting from the breaking down of the market by simultaneous shipments largely in excess of the demand. It would necessitate the locking up of large sums of money, which would be idle during a greater portion of the year, for a road to provide itself with an equipment adequate to meet immediately sudden and unexpected demands for cars for emergencies existing on the Missouri Pacific at the time of the filing of this complaint, and it is not likely that the public requires the roads to do so.

A comparative table showing the freight equipment of the Union Pacific, the C. B. & Q. system and the Missouri Pacific proper, is appended. The computations for the Union Pacific and the C. B. & Q. are taken from data furnished by the auditor of those roads to the Board of Transportation for the year ending June 30, 1888, and that for the Missouri Pacific

from the report of the directors to the stockholders for the year ending December 31, 1888.

In view of the fact that the respondent endeavored to furnish the complainant with cars, and did so as soon as possible, and in view of the further fact that the complainants never afterwards appeared to see if such cars had been furnished, or availed themselves of their use after they had been so found, and that the company are now furnishing cars for St. Louis and all other points with reasonable promptness, and in view of the further fact, that the railroad company are adding largely to their present equipment, your secretaries recommend the dismissal of this complaint.

J. H. AGER,
W. H. MUNGER.

APPENDIX.

Total mileage of the Union Pacific Railway proper (Omaha to Ogden), Kansas Pacific, and the Omaha & Republican Valley railroads, is 2,293 44-100 miles. Total number of cars in freight equipment (not including caboose and service cars) 8,175, an average of 3 68-100 cars per mile.

Total mileage of Chicago, Burlington & Quincy system 4,845. Freight equipment (not including caboose and service cars) 19,693 cars, an average of 4 7-100 cars per mile.

Total mileage Missouri Pacific system 4,994. Freight equipment (not including caboose and service cars) 17,266 cars, an average of 3 45-100 cars per mile. Total mileage of the Missouri Pacific railway proper 3,119. Freight equipment (not including caboose and service cars) 11,878, an average of 3 8-10 cars per mile.

To the Board of Railway Commissioners of the State of Nebraska:

No. 42.

Village of Covington,	}
<i>Complainant,</i>	
vs.	
Chicago, St. Paul, Minne- apolis & Omaha Railway Company,	
<i>Respondents.</i>	

COMPLAINT.

Filed December 26, 1888.

GENTLEMEN—The undersigned, president of the council, and members of the Board of Trustees of the incorporated village of Covington, respectfully represent to your honorable body:

1st. That the village of Covington is regularly incorporated as by statute provided, and that the undersigned are its chosen officers.

2d. That the charter of the incorporation known as the Chicago, St. Paul, Minneapolis & Omaha Railway Company provides that said company "shall keep and maintain in said village a depot or station whereat passengers over its lines may arrive or depart."

3d. That said corporation, in violation of this agreement, has abandoned this village with all its passenger trains, and wholly neglects and refuses to comply with its charter to the great inconvenience of our people and the traveling public, and to the serious detriment of our business interests. That they have removed their depot one and one-fourth miles from our village and now seek to evade responsibility by pretending to name their new station "Covington."

4th. That the ordinance record of this village shows that "for the privilege of laying its tracks along the public streets

in said village the corporation aforesaid agreed and pledged to keep and maintain a depot or station at Covington for all time," whereas, in truth and in fact, all depot privileges have been removed from said village and such agreement is daily and hourly violated by the corporation aforesaid.

5th. That appeals to said corporation have brought no relief or redress whatever, but that a deaf ear is turned to all our protests, and that said corporation continually and persistently deserts this village with its trains.

Wherefore the undersigned respectfully asks of your honorable body that said railway corporation may be compelled to comply with its expressed contract with our people, and for such other and further relief as equity and good conscience demand.

Lastly, that by this outrageous proceeding our mail facilities are badly disrupted and our citizens put to very serious inconvenience.

J. N. PEYSEN,
President.

NICK MAHER,
S. T. CRAMER,
G. W. BENNETT,
T. W. WALKER,

Attest:

[SEAL]

JOHN A. WILLIAMS,
Clerk.

The foregoing complaint was enclosed to Governor John M. Thayer, in the following letter:

COVINGTON, NEB., December 20, 1888.

To his Excellency Hon. Jno. M. Thayer:

The within remonstrance I think fully explains itself. Our people and officers are unacquainted with the best method by which to present the document, and they instruct me to send it to your Excellency. The statements and averments set

forth therein are veritable truths. We respectfully request you to present it to the Railway Commissioners; and would it be too much to ask if we importune yourself to use your great influence in our behalf in this matter. It is a very serious business with us, and the treacherous conduct of the corporation alluded to threatens grave mischief to our business existence. May I also hope for an early reply.

Very respectfully,

JOHN A. WILLIAMS,
Village Clerk.

December 26, 1888, a copy of the foregoing complaint of the village of Covington was mailed to E. W. Winter, General Manager of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, at St. Paul, Minneapolis.

January 5, 1889, the following answer was filed:

In the matter of the complaint of Covington against the Chicago, St. Paul, Minneapolis & Omaha Railway Company.

To the Honorable Board of Railway Commissioners of the State of Nebraska:

The Chicago, St. Paul, Minneapolis & Omaha Railway Company, while reserving any question as to the jurisdiction on the part of said Board to take action in this matter, being willing to have and to assist in the fullest investigation of the matters complained of, makes answer to the said complaint.

That it denies that the charter of the incorporation of its company provides that said company "shall keep and maintain in the village of Covington a depot or station whereat passengers over its lines may arrive and depart."

That the Sioux City & Nebraska Railroad Company, of which this company is the grantee, provides that "the object and purpose of said corporation shall be to build, operate and maintain a railroad and telegraph from a point on the right bank of the Missouri river, in the County of Dakota, and

State of Nebraska, opposite to or below the city of Sioux City, in the State of Iowa, in a southerly direction through the county of Dakota," etc. (See Book "A" Railroad Corporations, page 216.)

That it denies that there is any contract or agreement with the said village of Covington, either by ordinance or otherwise, making it obligatory upon this company to keep and maintain a depot or station at Covington for all time, or for any time whatever.

That this company would further represent that since it has operated its road in Nebraska, it has done so in connection with its system of road from Chicago, Duluth and St. Paul and Minneapolis, through the States of Wisconsin, Minnesota and Iowa, giving through connections to the citizens of Nebraska to and from said States. That during all the time and until December 15, 1888, the connection between said systems touching the river at Sioux City, Iowa, and the State of Nebraska, has been carried on by transfer boats across the Missouri river, occasioning, at times, unavoidable delay, obstructions, imperfect connections and facilities, and entailing great cost and expense.

That while so operating its road and connecting by such transfer, it ran and operated its road to the bank of the Missouri river in or through what is called the village of Covington, and crossing the river at such point as could be made available for the time being at, or below, said town.

That on or about the 15th day of December, 1888, there was completed a railway bridge across the Missouri river, over which this company now runs and operates its trains, and making good and perfect connections for travel and commerce at said point to and from the State of Nebraska.

That the location of such bridge is necessarily such that it makes it imperative for a change of tracks upon the Ne-

braska side of the river from what they were when such connection was made by transfer boats.

That annexed hereto is a map showing the locality and the changes made necessary by the bridge.

That what is called the village of Covington is correctly shown upon said map, and is for the greater portion of it a tangled mass of underbrush and vines upon a low and insecure piece of Missouri bottom land upon which are located a few families.

That they are not informed as to the present actual bona fide population, and verily believe it would be difficult to obtain, but when confined to those engaged in legitimate business it is not very large, and by them but little commercial business is carried on.

That the principal business was and is carried on in a small cluster of houses situated near the bank of the river and in the vicinity of Jackson street, as near the ferry landing as they can be conveniently located, the nature of which is such that it does not imperatively require greater railroad facilities than it now has under the present arrangements. That farther from the river upon higher and more available ground, within the last few years, has sprung up an enterprising and progressive village of South Sioux City, where are located stores, bank, manufactories, lumber yards, etc., the population of which is many times greater than that of Covington, and which does a large and growing commercial business.

That by the location of said town and the physical conformation of the ground all the travel from the whole or nearly the whole of west or south or north, to reach the village of Covington, must pass through or near South Sioux City, and the people of the State of Nebraska, are better, cheaper, more conveniently and effectively served and accommodated by the present railway facilities at South Sioux City than they ever have been or possibly could be at Covington.

That the amount of actual and legitimate business transacted and to be conducted at the location called Covington is exceedingly small and can as well and more efficiently be accommodated at the station as it is at present located.

That this company to accommodate itself to the changes made by the completion of said bridge in order to afford the citizens of Dakota county and the State of Nebraska, the best, most effective, rapid and complete commercial opportunities within its power, located its depot at the most convenient point to said village of South Sioux City, as indicated upon said map.

That the acts and doings of the said company in the location and operation of their road has been done for, and is to the best interests, of the public, and best accommodates and furnishes the people with better facilities than any other arrangement that could be made in the premises.

This company would therefore ask your Honorable Board to dismiss the petition of the said parties and make an order approving the acts of the said company.

C., St. P., M. & O. Co.,

BY J. H. SWAN,

Attorney for Company.

The following letter was enclosed with the answer:

SIoux CITY, IOWA, January 4, 1889.

To the Board of Transportation, State of Nebraska, Lincoln, Nebraska:

GENTLEMEN—We enclose you an answer on the part of the railroad company to the petition of the people at Covington regarding railroad facilities at that point.

We are not familiar with your practice in these cases, but infer from the reading of the statute, that if an issue was made that required further consideration or hearing, that a

time and place would be fixed at which both parties will be notified.

Should your Honorable Board consider further investigation desirable, we would most earnestly suggest that some or all of your number visit this locality and situation, and the bridge over which we are now enabled to do business with and for the people of your State.

We feel satisfied that such examination would fully satisfy the most skeptical that the present arrangement is the only one that could be made without great cost, from which nothing could be realized, and render nugatory and useless in a great degree the advantages secured by the new bridge across the river, for the sake of satisfying a small portion of the community of Nebraska, whose business and surroundings are such as that, in the opinion of the better class of the citizens of your State, do not add materially to the best interests of the Commonwealth. We should be pleased to have personal examination made. Should a further examination be decided upon, will you please give us notice of your time and place.

Very respectfully yours,

J. H. & C. M. SWAN,
For C., St. P., M. & O. Ry. Co.

The 23d day of January, 1889, was fixed upon as the day for hearing the evidence, and the hearing to take place at Covington, commencing at 8:30 A. M., and complainants and defendants were accordingly notified. Secretary Munger, and stenographer of the Board, H. M. Waring, heard the evidence in the case, and the same is now on file in this office.

March 14th, the following letter was addressed to the attorney of the respondents:

OFFICE OF THE BOARD OF TRANSPORTATION }
 OF THE STATE OF NEBRASKA, }
 LINCOLN, March 14, 1889. }

*Hon. J. H. Swan, Attorney for C., St. P., M. & O. Ry. Co.,
 Sioux City, Iowa :*

DEAR SIR—In the matter of the complaint of the citizens of the village of Covington against the Chicago, St. Paul, Minneapolis & Omaha Railway Company, I have been instructed to request you to file a brief upon the question as to whether or not the purported ordinance under which the railroad company occupies certain streets in the village of Covington, constitutes an irrevocable contract, or whether the railroad company has the right to abandon such streets and cease to maintain a depot within the corporate limits of said village. Please file the brief as soon as convenient.

Yours respectfully,

H. M. WARING,

Stenographer Board of Transportation.

A similar letter, under the same date, was addressed to the trustees of the village of Covington.

March 28th, the respondents filed the following brief:

In the Matter of the Com- plaint of the Citizens of Covington,	}
vs.	
Chicago, St. Paul, Minneap- olis & Omaha Railway Company.	}

To the Board of Transportation:

Your request for a brief upon the question as to whether or not the purported ordinances under which the railroad company occupies certain streets in the village of Covington, constitutes an irrevocable contract or not, was received, and we submit the following:

Before taking up the legal construction, we suggest that

there was no evidence which established that any ordinance had been legally passed so as to be effective, either as granting any right of license to the company or a protection to it in any streets, nor was there any proof that the company had occupied any streets under the ordinance, if it had been passed. As a matter of fact, neither has been done. The ordinance, like all the others in that place, are of no validity. The railroad company has had its tracks sometimes in the streets, and sometimes across lots, as the exigencies of the case required. If the matter was to be determined by the legal construction of the contract rights of which the parties may be under, we should ask to have the question looked into as to whether or not there was any contract to construe. The matter was heard more upon the question as to whether it was necessary or expedient for the public convenience that the trains should run there under the changed condition of things or not. But waiving all those questions, and assuming that there is such an ordinance, and the company occupied streets under it, can it be construed as a contract. The only section which relates to the point at all, is the sixth section. This provides, "that in consideration of the privileges, rights and franchises granted to the Sioux City & Nebraska Railroad Company, they shall maintain their freight and passenger depot in the corporate limits of Covington."

The other sections contain grants to right of way in streets. This section cannot be construed as a covenant. It contains no promise or agreement or promissory words. These are absolutely necessary in order to constitute this a covenant, to be specifically enforced.

In *Blanchard vs. Detroit, Lansing L. M. R. R.*, 31 Michigan, the court in discussing this question, says: "On examination it will appear that in all the cases in which it has been deliberately determined that the writing, though possessing many or all the characteristics of a condition, is still

susceptible of operating as a covenant there were grounds for claiming that promissory words existed, or at least words, which in the light of pertinent facts, were fairly capable of a promissory sense."

In this case there had been a grant of land, in consideration of five hundred dollars, and a covenant to build a depot, and the conveyance was made upon the condition that it be built. The court held it was not a covenant. The other reasoning in this case is applicable here.

It cannot be claimed that, because the company accepted the benefits of the grant that thereby it covenanted to perform the condition. It may accept the grant with the condition, and if it fails to comply with the condition, the grant fails.

In *Palmer vs. Fort Plain & Cooperstown Plank Road Company*, 11th New York, the court says: "It by no means follows, because a grantee consents to take an estate subject to a certain condition, that he also consents to obligate himself personally for the performance of the condition. Many cases might be imagined in which one would be willing to risk the forfeiture of an estate, while he would be altogether unwilling to incur the hazard of a personal responsibility in addition. The doctrine which the plaintiffs in this case are desirous to maintain is, that to assent to the condition is to assent to the personal liability that the one involves the other. I can see no sufficient ground for such assumption. The two things are essentially distinct, and involves risks different in nature as well as degree. How can it be said that to assent to one is to assent to the other." In the same case, the court says: "But, conceding the agreement to be valid, the case presents a question, whether a bare, naked condition, contained in a deed, accompanied by any words imparting an undertaking to abide by or perform it, can be enforced as a covenant," and discusses the question at length, holding that it cannot.

In this case the court remarks upon the few cases presenting the exact question, and since that time they do not appear to have become more numerous, while the books are full of cases where actions have been brought to enforce forfeiture on account of the breach of some condition. There are very few where the condition has been sought to be enforced as a perpetual covenant, and in all cases of this kind the law has been held in accord with previous decisions—that there must be contained in the condition a clear and affirmative promise to do or perform the thing asked, otherwise the only remedy the party has is upon the breach, either of forfeiture of the estate, or for damages, as the case may be.

Where there has been promissory words, courts have refused to decree specific performance, on grounds of public policy and for the reason that they are impracticable (31 *Mich.*), and if this was a positive agreement, both of these questions would enter into and have a controlling force in this case.

Railroads should so operate their trains and conduct their business as to serve but the general public, and I take it that your Honorable Board sees to it, that this rule is complied with so far as possible, doing justice to the railroads and the public, and that the railroads ought not to be allowed to enter into contracts, the performance of which would be a great inconvenience and damage to the public at large, and destroy the efficiency of the service due the public, although a few might be better accommodated thereby, or, at least, if such contract has been made, this Board ought not to lend its aid to enforce it. If this had been ever so strong a contract for having a depot and to run trains to the incorporated village of Covington, it is not one which appeals to this Board for enforcement, but one in which the parties should be left to their rights to compensation for damages, if any.

The evidence showed that aside from the traffic in beer

and other spirituous liquors, which had been driven across the river from Sioux City, the whole commercial business, was confined to one small grocery, to which nine-tenths of its goods were brought by teams from Sioux City, and that there was nothing shown or could be shown that rendered it any convenience to the traveling public, so that it resolves itself right down to the question as a matter of policy whether this Board should seek to further and promote the peculiar business which the evidence in this case shows is seeking it when by so doing it involves a detriment to the service of the company and its service to the general public, and a large expense to the company which would have to be receipted from some other source. It is evident that under the changed circumstances caused by the bridge that the trains cannot be run through the incorporated town of Covington, nor run to the town without considerable cost. The expense of this has to be obtained from the patrons it serves, and the question whether the patrons of the road should be compelled to contribute the extra expense necessary, to run to Covington in order to foster and promote a business from which the State derives no benefit, and is a constant extra expense to control. We claim therefore.

1st. That the ordinance is of no force or validity.

2d. That if it was, it does not constitute a covenant, or contract to keep or maintain a depot at Covington.

Blanchard vs. D. L. & Lake Mich. R. R., 31 Mich; and cases there cited.

Palmer vs. F. P. & C. Plank Road, 11 N. Y., 37, and cases cited.

Spaulding vs. Hallenboch, 35 N. Y., 206.

3d. That if it was a contract, that it is not one to be specifically enforced for the reason that it is against public policy.

It may not be out of place here to suggest, that while this

matter is under advisement, other circumstances are likely to settle it.

The little cluster of buildings where the commercial business of Covington was being conducted was at the point where the ferry boat landed in that town.

The bank of the river at that point has commenced going down stream with an alacrity that has caused several of the buildings to be moved, and others to prepare for it. The location of a pontoon bridge, now under construction, places the Nebraska end down stream, outside of the corporate limits of the town of Covington, and the rush with which the "business houses" seek the nearest location to that end of the bridge to conduct there business shows that the railroad facilities are of secondary importance.

J. H. & C. M. SWAN,
Attorneys.

Before the Board of Transportation of the State of Nebraska:

No. 50.

E. E. Ballinger,	}
<i>Complainant,</i>	
vs.	
Burlington & Missouri River Railroad Company,	
<i>Respondents.</i>	}

COMPLAINT.

Filed January 4, 1889.

Your complainant for cause of complaint, alleges:

1st. That he is a resident of the State of Nebraska, and that the Burlington & Missouri River Railroad Company is a corporation duly organized under the laws of said State and is the owner of and operates a railroad, operated by steam,

which said railroad is known as the Burlington & Missouri River Railroad Company in Nebraska.

2d. That said railroad company connects the village of Axtell and the city of Omaha, and is a common carrier of goods, wares, merchandise, property and persons.

3d. That on or about the 13th day of December, 1888, your complainant caused to be delivered to said company at Omaha, in said State, one carload of barbed wire, to be by it transported to said village of Axtell, a distance of one hundred and ninety-three miles. That said barbed wire was by it billed and transported to said village of Axtell, and that for the services rendered by said company your complainant was charged the sum of \$103.35. That the weight of said barbed wire so transported was twenty-six thousand five hundred (26,500) pounds. That said charge for said transportation is unjust and unreasonable, and that a just and reasonable charge for said service would be the sum of \$——.

4th. That under the classification of freight adopted by said company, barbed wire is placed in what is known as "Class 5," in carload lots. That said classification of barb wire in carload lots in "Class 5," is unjust and unreasonable and it ought and of right should be placed in Class "D."

Wherefore your complainant prays that you will investigate the matters and things herein set forth, and cause such reduction in the rates on barb wire, or in the classification thereof, as may be just and right, and for such other and further relief as may be deemed equitable.

E. E. BALLINGER,
Complainant.

Subscribed in my presence and sworn to before me this
3d day of January, A. D. 1889.

[SEAL]

O. S. SANDS,
Notary Public.

A copy of the foregoing complaint was mailed to G. W. Holdrege, General Manager of the Burlington & Missouri River Railroad in Nebraska, January 11, 1889.

Under date of January 19, 1889, the Board of Transportation received the following letter from the complainant in this case.

AXTELL, NEB., Jan. 19, 1889.

State Board of Transportation :

GENTLEMEN—Having looked up the schedule rate I find the Burlington & Missouri Company only charged me regular rate, and that of course is all I can expect of them, for of course they would not favor me, and under those considerations I advise that the case be dropped, and I hereby order the dismissal of the case of E. E. Ballinger against the Burlington & Missouri River Railroad Company.

Respectfully,

E. E. BALLINGER.

Case dismissed in accordance with above request.

Before the Board of Transportation of the State of Nebraska.

No. 51.

H. M. Bronson,	}
<i>Complainant,</i>	
vs.	
Union Pacific Railway Company,	
<i>Respondents.</i>	

COMPLAINT.

Filed February 7, 1889.

Your complainant for cause of complaint against the said Union Pacific Railway Company alleges:

1st. That he is engaged in the business of selling agricultural machinery in the city of Albion, Boone county, Nebraska, and that the Union Pacific Railway Company is a corporation organized under and by virtue of the laws of the United States of America, and owns and operates by steam a line of railroad within the State of Nebraska.

2d. That said line of railroad connects the following named places with the city of Omaha: Humphrey, Genoa, St. Edwards, St. Paul, Nebraska. That said points and places are located within the State of Nebraska.

That the distances from Omaha to said places are as follows, by way of said Union Pacific Railway company's railway.

	Miles.
Omaha to Albion.....	134
Omaha to Genoa	112
Omaha to St. Edwards	123
Omaha to Humphreys.....	117
Omaha to St. Paul	175

3d. That the rates charged for the transportation of goods which are placed in first-class by the classification in use by said railway company, from the said city of Omaha to said city of Albion, are unreasonable, unjust and too high.

4th. That said respondent discriminates against this place by charging more for the transportation of goods, wares and merchandise, shipped under what are known as first-class rates, by quoting rates and fixing rates on said class at lower figures to places situated at a greater distance from Omaha than said city of Albion is from Omaha.

By way of illustration of the unreasonableness of the rates charged for the transportation of first-class goods to said city of Albion from Omaha, the complainant shows the following comparative table of rates and distances and rates charged from said city of Omaha to the various places named:

To Genoa.....	112 miles, 47 cents per hundred pounds.
To Humphreys.....	117 " 47 " " " "
To St. Edwards.....	123 " 50 " " " "
To Albion	134 " 59 " " " "
To St. Paul	175 " 55 " " " "

Wherefore your complainant asks your honorable body to cause an investigation to be made of the matters and things herein complained of, and render judgment requiring said company to cease and desist from its discrimination against this locality, and to reduce its rates on first-class from Omaha to Albion to such sum as may by the Board be found to be reasonable and just.

H. M. BRONSON,
Complainant.

STATE OF NEBRASKA, }
Boone County. } ss.

H. M. Bronson being first duly sworn, deposes and says that he has read the foregoing complaint, that the matters and things therein set forth are true, as he verily believes.

H. M. BRONSON.

Subscribed in my presence and sworn to before me this 2d day of February, A. D. 1889.

[SEAL]

C. G. JAYCOX,
Notary Public.

A copy of the foregoing complaint was mailed to Thos. L. Kimball, General Manager of the Union Pacific Railway Company, at Omaha, Neb., February 7, 1889.

February 22, 1889, the following telegram was received at the office of the Board of Transportation from Thos. L. Kimball, General Manager Union Pacific Railway Company :

J. H. Ager, Secretary State Board of Transportation :

Referring to complaint of H. M. Bronson, on account of excessive charges to Albion from Omaha on first-class

freight: We do not consider the same are excessive only as compared with St. Paul rates, which have been forced down from time to time by the action of competing lines on interstate business.

We are willing, however, to reduce the first and second-class rates from Omaha to Albion to the figures in force from Omaha to St. Paul, other classes being already lower, notwithstanding the fact that one action may compel a corresponding reduction to local points on the Elkhorn road. Have ordered correction at once.

[Signed]

THOS. L. KIMBALL.

BOARD OF TRANSPORTATION,
LINCOLN, NEB., March 11, 1889. }

H. M. Bronson, Albion, Boone County, Nebraska:

DEAR SIR—I have been instructed to forward a copy of the answer of the Union Pacific Railway Company to your complaint, in relation to first-class rates from Omaha to Albion, and ask whether the reduction mentioned by Mr. Kimball is satisfactory to you.

Yours truly,

H. M. WARING,
Stenographer Board of Transportation.

Under date of March 23, 1889, H. M. Bronson replies:

ALBION, NEB., March 23, 1889.

DEAR SIRS—Yours of March 11, 1889, asking if the reductions made by Union Pacific Railway on first-class rates is satisfactory. I will say that while I am better satisfied with this new rate of 55 cents than the old one, I still think that the rate is 2 cents too much in proportion to what is charged to Humphreys and St. Edwards.

Yours respectfully,

H. M. BRONSON,

BOARD OF TRANSPORTATION, }
LINCOLN, NEB., March 28, 1889. }

*T. L. Kimball, General Manager Union Pacific Railway,
Omaha, Neb.:*

DEAR SIR—Herewith find copy of letter from Mr. H. M. Bronson, of Albion, in relation to rates to Albion on your line. It seems that he is not altogether satisfied with the reduction made by you. I am instructed to say that it will be necessary for the Board to fix a time for hearing of the complaint unless the matter is arranged to Mr. Bronson's satisfaction. Will you kindly advise us at once whether the matter can be fixed with Mr. Bronson.

Yours truly,

H. M. WARING,

Stenographer Board of Transportation.

April 28th, Thomas L. Kimball, General Manager, wrote to Secretary W. S. Garber, as follows:

UNION PACIFIC RAILWAY CO., }
OMAHA, April 22, 1889. }

W. S. Garber, Secretary State Board of Transportation:

DEAR SIR—A letter from H. M. Waring, former stenographer of the Board, dated March 28th, and enclosing copy of a communication from H. M. Bronson, regarding rates from Omaha to Albion, has been covered up until to-day on account of extreme pressure of other business.

I am sorry that the change made by us in the first and second-class rates to Albion does not satisfy Mr. Bronson, but do not consider that his reasons for lower rates should have any weight. It is true that the rate from Omaha to St. Edwards is five cents per one hundred pounds less on first-class freight than the new rates from Omaha to Albion, but the distance is eleven miles less, and that distance, for the increased distance, is not unreasonable, and is less than one-

third of the distance tariff rate for the same distance. Similar advances for similar distances are made in many other portions of the State, and have never been considered unjust. Take, for instance, Fullerton to Belgrade (nine miles), advance six cents on first-class; Belgrade to Cedar Rapids (seven miles), advance six cents; Dannebrog to Borlus (eleven miles), advance five cents; Rockville to Loup City (thirteen miles), advance five cents; North Loup to Ord (twelve miles), advance five cents, and others.

In regard to the rate from Omaha to Humphreys (one hundred and seventeen miles), forty-seven cents for one hundred pounds on first-class, as compared with the rate from Omaha to Albion (one hundred and thirty-four miles), fifty-five cents per one hundred pounds first-class. It is only necessary to state that the rate to Norfolk, under the long and short haul clause, makes the rate to Humphreys, while the rate to Norfolk is made by the short line from the Missouri river, namely from Sioux City.

In order that Nebraska jobbers may have the benefit of as low a combination of rates and be enabled to compete with those of Sioux City, we have met the Sioux City rate at Norfolk, although having a much longer haul, and consequently have brought down rates to points between Norfolk and Columbus to less than a fair average. Under the circumstances, we believe Mr. Bronson should, therefore, be willing to withdraw his complaint.

Yours truly,

THOS. L. KIMBALL,
General Manager.

Under date of April 23, 1889, Secretary Garber wrote Mr. Bronson:

OFFICE STATE BOARD TRANSPORTATION, }
LINCOLN, NEB., April 23, 1889. }

H. M. Bronson, Esq., Albion, Neb.:

DEAR SIR—Further correspondence from Mr. Kimball, General Manager Union Pacific Railroad Company, regarding rates from Omaha to Albion, complained of in your complaint filed with this Board during February last, is herewith enclosed to you.

You will note Mr. Kimball is opposed to your idea that there should be a less difference than exists in the rate, Omaha to Albion, over Omaha to St. Edwards, and offers certain argument in support of his objections.

The Board will, on hearing from you, and should you so desire, set an early day for the hearing of this matter, and thereupon you will be enabled to offer evidence and argument in support of your stand in this matter, namely: That there should not exist a greater difference than two cents upon first-class shipments from Omaha to St. Edwards than from Omaha to Albion. Your early reply will oblige.

Very respectfully,

STATE BOARD TRANSPORTATION,

By Secretary W. S. Garber.

Mr. Bronson responded as follows:

ALBION, April 26, 1889.

State Board Transportation, Lincoln, Nebraska:

DEAR SIR—Yours received and noted. While I believe that the rate on first-class is two cents too high, as before stated, I will let this matter drop and withdraw my complaint, unless the railroad company will reduce the rate without further trouble or notice. I do not wish to appear unreasonable, and only asked what I consider just and right.

As to the distance tariff Mr. Kimball mentions, I believe that they should be reduced at least one-third all over this sec-

tion of country. For instance, tariff rate is thirty cents on first-class from Columbus to Albion, forty-five miles. When I came to this place, when there was no railroad here, the same class of goods were hauled by team for twenty-five cents per hundred, and some as low as twenty cents per hundred, and it seems to me that a railroad company should be able to do the work for less than teams; in fact they did have a rate on first-class of twenty-seven cents for a while, but raised it to thirty cents. I do not state this to make a complaint of it, but to bring the matter of local or distance tariffs to your attention, believing as I do, that they are at least one-third too high all over this country.

Yours respectfully,

H. M. BRONSON.

P. S.—Allow me to thank you for the interest which you have shown in the complaints which I sent you in our behalf.

H. M. B.

Case dismissed.

To the State Board of Transportation.

No. 52.

Harden Yensen,
Plaintiff.

vs.

Burlington & Missouri River
Railroad,
Defendant.

COMPLAINT.

Filed February 12, 1889.

1st. The plaintiff complains of the defendant for that in the year 1873 it constructed its line of railway upon and across the following described premises, viz: The south half of sections 21, 22 and 23, all in township 8, north of range 14 in Kearney County, Nebraska.

2d. That two sloughs or dry runs approach said railway on south half of section 21—as shown by diagram sheets attached, marked exhibit “A,” and made part hereof—and are completely filled and embanked by said railway, except one which is properly fitted with a culvert. The second, as shown by the diagram, has no viaduct, and when filled with water the course is turned and follows the railway across section 23 to the east side where the land raises and the water, when running must course northward to reach the north slough (see exhibit). There are also three low places, or basins—as indicated on the plat—on section 23, comprised of about 25 acres in all, in which the water remains in wet times, soaking entirely through the road bed rendering such premises unfit for farming or for any other agricultural purpose whatever, and the same is caused by reason of the construction of the railway as aforesaid, through and across the land, as aforesaid.

3d. That complainant suffered great damage in the year 1882 to his crops, in the sum of about five hundred dollars, and in the year 1888 about twenty-five acres were overflowed, and he was prevented from getting his crop into the ground until long after time for doing the same, and part was destroyed after planting and sowing; eight acres of oats were entirely destroyed, and all of said damage to said crops and land as aforesaid was caused by the construction of said railway as aforesaid.

4th. Complainant asks that defendant may be cited to appear and show cause why it should not place a culvert under their said road on section 21 where the south channel or run approaches their said railway grade, which complainant believes would effectually carry the water into the north ditch or channel and avoid further damage.

HARDEN YENSEN,
By GODFREY & GODFREY, *his Attorneys.*

STATE OF NEBRASKA, }
 Kearney County, } ss.

Harden Yensen being first duly sworn upon oath says he has read the foregoing petition, that he is claimant, and that the facts herein stated are true.

[Signed.]

HARDEN YENSEN.

Subscribed and sworn to before me this 11th day of February, 1889.

[SEAL]

J. NEWTON WOLF,
Notary Public.

On the 12th day of February a copy of the foregoing complaint was mailed to G. W. Holdrege, General Manager of the Burlington & Missouri River Railroad in Nebraska, at Omaha.

February 22, 1889, the following answer was filed by the defendants:

Before the State Board of Railway Transportation.

Harden Yensen,

vs.

The Burlington & Missouri
 River Railroad in Ne-
 braska.

In answer to the complaint filed by the said Harden Yensen, the railroad company says that its line of railroad was located and built over the land described in said complaint in the year 1873, and long prior to the time that said Yensen became the owner of the land mentioned in said petition, his ownership dating only from 1881.

At the time Mr. Yensen purchased the land in question there was no culvert through the road bed at the point where he now asks us to put one in, and we aver as a fact to the best of our knowledge and belief from and after a careful survey by our civil engineer, that if a culvert is put in at the point requested by Mr. Yensen, it would cause the water to go across the line of the railroad and damage and injure lands on

the other side of the track. That land in that vicinity is flat, with an occasional slight depression, and it is impossible by the construction of the culvert demanded to prevent water from standing on this land. The railroad company further says that it is willing, however, to abide by whatever order the Board of Transportation may make in reference to the construction of this culvert, and will construct the same if ordered by the Board of Transportation, provided it can be done without laying the company liable for damages on account of making it possible to flood other lands on the other side of the railroad track by means of the culvert being constructed.

And we therefore respectfully urge that the Board shall require the complainant Yensen to procure the consent for the construction of this culvert of the land owners on the opposite side of the railroad track so as to avoid suits for damages and litigation on account of the construction of said culvert, if the Board should conclude to order one constructed.

STATE OF NEBRASKA, {
Lancaster County, { ss.

J. W. Deweese being first duly sworn upon his oath, says, that he is one of the attorneys for the Burlington & Missouri River Railroad Company in Nebraska. That said railroad company is a corporation; that he has made the foregoing answer, and knows the contents thereof, and that the facts therein set forth are true, as he verily believes.

J. W. DEWEESE,

Subscribed in my presence this 22d day of February, 1889.

WILLIAM B. KIRBY,

[Seal]

Notary Public.

Records of this office do not show that any further proceedings in this case were had.

Before the State Board of Transportation, Lincoln, Nebraska :

No. 53.

In the matter of the complaint
of the Citizens of South
Sioux City, Dakota County,
Nebraska,

vs.

The Chicago, St. Paul, Min-
neapolis & Omaha Railroad
Company.

Comes now C. D. Smiley, and in his own behalf, and in behalf of the other citizens of South Sioux City, Dakota county, Nebraska, complains of the Chicago, St. Paul, Minneapolis & Omaha Railroad Company, and for cause of such complaint states that the village of South Sioux City was duly incorporated according to the laws of Nebraska, on or about 1887, as a village under the name of South Sioux City. That at the time of such incorporation five persons were duly appointed to act as a Board of Trustees, that said Board of Trustees duly qualified and entered upon the discharge of their duties, passing the necessary ordinances and appointing of officers to transact the business of the said municipal corporation. That said village is still acting under said corporate name and authority. That on or about ——— day of ———— 1887, a postoffice was established in said village by the United States postal authorities under the name of South Sioux City, and is still known under said name.

The citizens have expended large sums of money in grading streets, building sidewalks, etc. There have been built two large churches, a large two-story brick public school building, one good sized brick hotel. There are eight brick blocks, a number of frame business blocks, one bank, a shoe factory, grocery store, two general stores, drug store, bakery, two restaurants, wholesale oil house, wholesale liquor house, three

saloons, flour and feed store, one newspaper office, law and real estate offices, one temperance billiard hall, feed stable, besides a large number of private residences. The Edwards & McCulloch lumber company have a large yard here, which does a good business both at wholesale and retail, it being the supply depot for their Nebraska yards.

The citizens are an intelligent, law-abiding, and enterprising class of people, and much money has been spent in advertising the town. The location of said village is on said railroad south of Covington and between it and Dakota City, the county seat of said Dakota County.

That during the fall of 1888 the said railroad company completed a bridge across the Missouri river, its Nebraska end being within the corporate limits of said South Sioux City, and also laid a track from said bridge to the main track of said railroad, said new track being in the corporate limits of said village. That soon after the completion of said bridge and track the said company built a new station house or depot in South Sioux City, at which all trains passing over said road stop in passing over said bridge to and from Sioux City, Iowa. That said railroad company has about completed arrangements for transporting teams and stock over its bridge on the cars to and from the Iowa side of the river, the said depot being the Nebraska terminus for that purpose. That said railroad company disregarding the wishes, the interest, and against the protest of the citizens of South Sioux City, named the new station house or depot, Covington, thus creating great confusion and inconvenience to all parties interested. That said depot is between one and two miles from Covington proper, at which place there is a station that has always been known as "Covington."

The naming of the new station Covington not only does an injustice to South Sioux City but to Covington, as well. Passengers wishing to reach Covington purchase tickets for

that place but are compelled to leave the train at South Sioux City and then travel to Covington on foot, or in any manner they can, while passengers desiring to go to South Sioux City are compelled to purchase tickets to Covington Station and, if strangers, their minds are left in doubt and uncertainty as to how they will get to South Sioux City. Merchandise billed for South Sioux City, Nebraska, is liable to be shipped to Sioux City, Iowa, by reason of their being no station by the name of South Sioux City, frequently causing vexatious delays and inconvenience, all of which would be avoided if the depot or station had been given the same name as the village and post-office, to-wit, South Sioux City. Wherefore, complainant, for himself and all the other inhabitants of said village of South Sioux City, asks that said Chicago, St. Paul, Minneapolis & Omaha Railroad Company be directed to change the name of the station or depot at South Sioux City from Covington to South Sioux City.

CHAS. D. SMILEY.

STATE OF NEBRASKA, }
Dakota County, } ss.

Chas. D. Smiley being first duly sworn, deposes and says that he is a resident of South Sioux City, Dakota County, Nebraska, that he is engaged in the general mercantile business, and is at present postmaster of said village, that he established the first business therein, that he knows the contents of the above and foregoing complaint, and that the matter and facts therein stated are true as he verily believes, that he is personally well acquainted with the wishes of the people generally, and the business men in particular, and he believes it is the universal wish that the station, village and postoffice all have the same name, to-wit, South Sioux City.

CHAS. D. SMILEY.

Subscribed in my presence and sworn to before me this
—day of February 1889.

JOHN T. SPENCER,

[Seal]

Notary Public for Dakota County, Neb.

February 28, 1889, a copy of the foregoing complaint was mailed to E. W. Winter. General Manager of the Chicago, St. Paul, Minneapolis & Omaha Railway Company at St. Paul, Minn.

March 11th the following letter from General Manager E. W. Winter, was received at this office:

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO. }
OFFICE GENERAL MANAGER, }
ST. PAUL, MINN., March 1, 1889. }

To Honorable Board of Transportation, State of Nebraska:

GENTLEMEN—I beg leave to acknowledge the receipt, this day, of copy of complaint of Mr. C. D. Smiley, against this company, respecting the name of Covington. One principal reason for not taking the name of South Sioux City can be briefly stated. It is a well-known practice to avoid similarity in names of contiguous stations, owing principally to the danger of mistakes occurring in the transmission, receipt and construction of telegraphic train orders. Within the experience of the writer a very serious accident occurred upon one of our lines in Wisconsin, from such a cause. The character of the service, and the nature of the line between Covington and South Sioux City, is such as to make it incumbent upon us to exercise special care in this particular. We believe that the names Sioux City and South Sioux City are too nearly alike to prudently admit of their use, as suggested by Mr. Smiley, and that if we should be compelled to do so, it would be a source of risk and constant menace to life and property. An order to a train to run to South Sioux City might easily, through momentary carelessness or oversight of the receiving operator or train men, be mistaken for Sioux City. The liability complained of by Mr. Smiley, of mis-delivery of freight, if the station is continued as Covington, and the adjoining village should remain South Sioux City, is very slight, and

will not, I venture to say, be the cause of any inconvenience, delay or loss to patrons of the road.

We trust that the Honorable Commissioners will recognize the propriety of our action in the matter, and feel warranted in dismissing the complaint.

Very truly,

E. W. WINTER,
General Manager.

Upon receipt of C. D. Smiley's complaint, Secretary Ager addressed the following communication to the complainant in this case.

OFFICE BOARD TRANSPORTATION,)
LINCOLN, NEB., March 14, 1889. }

John T. Spencer and C. D. Smiley, Dakota City, Nebraska:

DEAR SIRs—Your complaint has been received and placed on file, we deem it proper to suggest that it is not within the jurisdiction of the Board of Transportation to name stations or change the name of stations on the lines of the various railroads within the State of Nebraska.

Where this power has been exercised in certain specific cases, as in Iowa, the exercise of the power has been uniformly limited to cases specified by statute, and as we have no statute in this State upon that subject, we are in great doubt as to the power of the Board to grant the relief desired.

If you have any authorities or suggestions to make showing power of the Board to regulate the names of stations please advise us of the same.

Yours respectfully,

J. H. AGER,
Secretary State Board Transportation.

No brief of authorities or further showing having been made by plaintiffs in the case, the case is hereby dismissed for want of prosecution.

No. 54.

J. R. Manning,	}
<i>Complainant,</i>	
vs.	
Chicago, St. Paul, Minne- apolis & Omaha Railway Company,	
<i>Respondents.</i>	}

COMPLAINT.

Filed February 27, 1889.

This complaint charges unjust and unreasonable freight rates over the defendant's line of railway, on live stock, coal, etc., in the State of Nebraska.

April 4th, the evidence in this case was heard at Tekamah, before the full Board and Secretaries. No conclusion was reached in this case before June 30th, and the case is still pending.

No. 55.

J. R. Sutherland,	}
<i>Complainant.</i>	
vs.	
Chicago, St. Paul, Minne- apolis & Omaha, Railway Company; Fremont, Elk- horn & Missouri Valley Railroad Company; Chi- cago & Northwestern Rail- way Company, and the Belt Line Railway Com- pany,	
<i>Defendants.</i>	}

COMPLAINT.

Filed February 27, 1889.

Before the State Board of Transportation of the State of Nebraska.

Your complainant for cause of complaint against the above named railroad companies, respondents herein, alleges:

1st. That he is a resident of the State of Nebraska, and is engaged in the hardware business in the city of Tekamah, Burt County, Nebraska, and that the above named respondents, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Belt Line Railway Company, the Chicago & Northwestern Railway Company, and the Fremont, Elkhorn & Missouri Valley Railroad Company are corporations operating lines of railroad in the State of Nebraska, and are engaged in the business of common carriers, the transportation of freight and passengers for hire.

2d. Your complainant shows your Honorable Board that he and other citizens of said Burt County, Nebraska, are interested in the shipment of cattle, hogs and coal, to and from the city of Omaha, Nebraska, to said Tekamah, and to and from said Tekamah to said city of Omaha, Nebraska.

3d. That the plaintiff alleges and avers that he is informed and believes that the Chicago, St. Paul, Minneapolis & Omaha Railway Company has leased, or have a traffic contract, with the Chicago & Northwestern Railway Company whereby they operate a continuous line of railway from Sioux City, Iowa, to Omaha, Nebraska, and also, to South Omaha, Nebraska, by using the Belt Line railway as a part of said line from Tekamah, Nebraska, to South Omaha, Nebraska.

4th. Your complainant further alleges that the respondent railroad companies charge for the transportation of cattle from said Tekamah to said Omaha the sum of nine and one-half cents per one hundred pounds, in car loads, at a minimum of 20,000 pounds per car load. That a carload of cattle averages from 25,000 to 26,000 pounds. That in addition to the above charge, said respondent railway companies make a switching charge of four dollars per car from Omaha to South Omaha.

Your complainant alleges and avers that the said charges are unjust and unreasonable, and that a reasonable charge

would be at least forty per cent. less than the charges above named; and that said charges are in excess of a reasonable charge, fully forty per cent of the present charge.

5th. Your complainant further alleges that for the transportation of hogs in carloads from Tekamah to Omaha said railroad companies, respondents herein, charge the sum of eleven and one-half cents per hundred pounds, and that said respondents make a switching charge from Omaha to South Omaha of four dollars per car.

That said rate of freight as charged on hogs in carloads from Omaha to South Omaha as a switching charge is unjust and unreasonable, and in excess of a just and reasonable charge by at least forty per cent of the present charge. That the rate of freight on hogs in carloads from Tekamah to Omaha is unjust and unreasonable, and is in excess of a just and reasonable charge by at least forty per cent of the present charge.

6th. Your complainant further alleges that said respondents charge for the transportation of coal in carloads the sum of seven cents per hundred pounds from Omaha to Tekamah, and that said charge is unjust and unreasonable, in excess of a just and reasonable charge by at least fifty per cent of the present charge.

7th. That said respondent, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, runs from Tekamah to a point called Briggs on the line of said respondent company and of the Fremont, Elkhorn & Missouri Valley Railroad Company, and there connects with the said Fremont, Elkhorn & Missouri Valley Railroad Company respondent herein, and by such connection forms a continuous line from Tekamah, to the Omaha Stock Yards in South Omaha, and that said route is a direct route, and by carrying live stock over said last named route a delay of five or six hours is avoided when compared with the route over the first named respondents line of railway and that of the Belt Line Railway.

That the charge over the Chicago, St. Paul, Minneapolis & Omaha Railway and the Fremont, Elkhorn & Missouri Valley Railroad to the Omaha Stock Yards is the same as that by the Chicago, St. Paul, Minneapolis & Omaha Railway and the Belt Line Railway.

That said charge by this route is unjust and unreasonable and in excess of a just and reasonable charge by at least forty per cent of the present charge.

8th. That the same proportionate unjust and unreasonable charge is made over said several respondents roads throughout the State of Nebraska as well as from the points herein specifically designated; and that the said charge made over the several respondents' lines of railway for the transportation of cattle, hogs and coal in the State of Nebraska are unjust and unreasonable and in excess of a just and reasonable charge by at least forty per cent.

Your complainant therefore prays that the Board of Transportation will hear the grievance herein complained of, and reduce the rates and present tariff from point to point and place to place over and along the several respondents' railroads from the present unjust and unreasonable charge to a just and reasonable charge, which should be no more than forty per cent of the present charge, and for such other and further relief as shall be just and right under the circumstances.

J. R. SUTHERLAND.

Subscribed in my presence and sworn to before me this 26th day of February, A. D. 1889.

O. P. MASON,

Secretary Board of Transportation.

The evidence to sustain the foregoing complaint was heard at Tekamah, before the full Board of Transportation and the Secretaries, April 4, 1889. No conclusion in this case was reached prior to June 30, 1889, and at that date the case is still pending.

CAPITAL STOCK.

AMOUNT OF CAPITAL of Roads Operating in Nebraska, at the Close of the Year ending JUNE 30, 1899.

RAILROADS	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Market Price of Shares		Dividends Declared During Year	
				June 30, 1899.	Average for Year	Rate	Amount
.. " " " "	\$100	\$61,000,000 00	\$60,888,500 00	60 1/2	62.04	.....	.....
L.R. way	100	30,000,000 00	25,050,000 00	.....	.....	.....	.....
Om.	100	2,503,800 00	2,347,050 00	.....	.....	.....	.....
.....	100	50,000,000 00	34,050,126 88	.....	.....	*3 %	\$ 337,704 00
.....	100	45,000,000 00	43,974,850 00	.....	.....	4 %	1,758,994 00
.....	100	6,000,000 00	2,068,400 00	.....	.....	.....	.....
.....	100	4,600,000 00	4,548,300 00	.....	.....	.....	.....
R'y.	.....	.....	.....	.....	.....	.....	.....
Chicago, Kansas & Nebraska R'y	100	6,000,000 00	4,440,000 00	.....	.....	.....	.....
Chicago, Burlington & Quincy R. R.	100	35,000,000 00	27,689,100 00	100	100.	.....	.....
Pacific Railway Company	100	76,394,505 00	76,394,505 00	101 1/4	.....	4 %	3,055,684 00
.....	100	2,000,000 00	1,095,800 00	.....	.....	.....	.....
TOTALS	.....	\$318,498,305 00	\$282,526,631 66	.....	.....	.....	\$5,152,392 00

*On Preferred Stock outstanding, amounting to \$12,646,833.31

†See C., K. & N. R'y figures.

FUNDED DEBT.

Aggregate of Common Bonds, Income Bonds, Collateral Trust Bonds, Etc., of roads operating in Nebraska, for Year ending June 30, 1889.

	Amount Issued	Amount Outstanding	INTEREST			
			Rate	When Payable	Am't Accrued during year	Am't Paid during year
Union Pac. Ry.....	\$119,934,054 50	\$ 77,895,855 00	.....	.....	\$ 4,965,613 50	\$ 4,926,856 91
F., E. & M. V. R. R.....	16,700,000 00	16,700,000 00	.....	.....	811,746 87	810,726 87
O. & R. V. R. R.....	6,560,000 00	5,941,000 00	.....	.....	1,315,416 90	326,210 22
C., St. P., M. & O. Ry.....	23,386,800 00	23,386,800 00	.....	.....	404,061 00	1,401,133 50
Mo. Pac. Ry.....	44,376,000 00	44,376,000 00	.....	.....	2,465,876 67	2,472,780 00
S. O. & P. R. R.....	3,256,320 00	3,256,320 00	.....	.....	195,379 20	122,145 00
St. J. & G. I. R. R.....	24,192,258 59	8,735,247 86	.....	.....	420,000 00	416,730 00
K. C. & O. R. R.....	2,735,500 00	2,735,500 00	.....	.....	134,675 00	110,887 50
C., K. & N. Ry.....	25,141,000 00	25,141,000 00	.....	.....	.....	1,416,442 98
C., B. & Q. R. R.....	97,705,050 00	97,705,050 00	.....	.....	4,780,774 51	4,780,774 51
Pac. Ry. Co.	1,085,000 00	1,085,000 00	.....	.....	54,750 00	.....
TOTALS.....	\$350,741,301 09	\$306,977,572 86			\$ 15,549,293 65	\$ 16,785,687 49

RECAPITULATION OF INDEBTEDNESS.
MILEAGE AND TOTAL COST.

RAILROADS	Total Amount Outstanding	APPORTIONMENT		TOTAL COST PER MILE OF ROAD	
		To Railroads	To Other Properties	Miles	Amount
Union Pac. Ry.....	\$ 192,078,505 22	\$132,534,168 60	\$59,544,336 62	1,821.43	\$105,454 78
F., E. & M. V. R. R.....	42,030,000 00	42,030,000 00	.....	1,106.00	38,001 81
O. & R. V. Ry.....	8,288,050 00	8,288,050 00	.....	469.64	17,647 66
C., St. P., M. & O. Ry.....	53,216,260 00	53,216,260 00	.....	1,310.52	40,606 98
Mo. Pac. Ry.....	88,350,850 00	57,459,775 00	30,891,075 00	1,168.00	49,195 01
S. C. & Pac. R. R.....	5,324,720 00	5,324,720 00	.....	107.42	49,569 16
St. Joe. & G. I. R. R. R..	13,335,247 86	13,335,247 86	.....	251.70	52,980 71
K. C. & O. R. R.....	7,175,500 00	7,175,500 00	.....	193.60	37,063 52
C., K. & N. Ry ..	52,830,100 00	50,291,000 00	2,539,100 00	1,388.00	38,062 03
C., B. & Q. R. R.....	174,099,555 00	174,099,555 00	.....	4,819.646	36,122 89
Pac. Ry. Co.....	2,190,800 00	2,190,800 00	.....	73.00	30,010 96

COST OF ROAD AND EQUIPMENT.

	TOTAL COST TO JUNE 30, 1888.	NET ADDITIONS DURING YEAR	TOTAL COST TO JUNE 30, 1889.	COST PER MILE
R. R. Co.	\$ 163,341,298 21	\$ 2,837,041 42	\$ 166,178,339 63	\$ 91,235 09
Co.	40,086,734 18	2,177,146 79	42,273,880 97	38,222 32
Omaha Co.	7,941,952 05	563,144 03	8,505,096 08	18,109 82
.....	55,916,048 57	258,807 97	56,174,856 54	42,864 55
.....	.....	.....	46,593,632 96	39,891 81
.....	5,553,695 64	43,771 14	5,597,466 78	52,108 24
Co.	13,214,223 26	28,688 26	13,242,908 52	52,613 86
.....	5,307,250 00	1,868,250 00	7,175,500 00	37,063 52
Co.	24,849,092 10	4,415,405 23	29,264,497 33	21,083 93
R. Co.	156,436,317 60	4,578,887 00	161,015,204 60	33,408 06
.....	.....	.....	2,190,800 00	30,010 96
TOTALS.....	\$ 16,771,141 84	\$ 538,212,183 41	

EQUIPMENT.

NEBRASKA BOARD OF TRANSPORTATION.

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RAILROADS	Total Engines	Total Passenger Cars	Total Baggage and Express Cars	Other Cars in Passenger Service	Total Box Cars	Total Flat Cars	Total Stock Cars	Total Coal Cars	Refrigerator Cars	Caboose Cars	Total Cars Owned	Freight Cars with Westinghouse Air-Brake
C., B. & Q. R. R.	707	481	129	8	15,573	3,416	4,099	2,383	258	352	26,602	2,369
U. P. R'y.	487	166	97	152	5,902	488	1,208	1,777	427	204	11,304	Unknown
F., E. & M. V. R. R.	78	47	9	...	1,400	450	690	150	...	45	2,804	58
O. & R. V. R'y.	19	2	3	...	258	5	9	107	...	1	383	Unknown
C., St. P., M. & O.	235	106	51	...	4,982	1,223	410	924	35	108	8,571	157
Mo. Pac. R'y.	321	236	65	2	4,947	847	1,046	3,573	369	156	12,292	299
S. C. & P. R. R.	12	8	5	1	90	46	20	...	...	12	185	14
St. J. & G. I. R. R.	26	11	5	...	449	43	97	40	...	12	892	Unknown
C., R. I. & P. R'y. ....	...	...	...	...	...	...	...	...	...	...	...	...
K. O. & O. R. R.	10	8	...	...	297	48	...	...	...	6	370	Unknown
C., K. & N. R. R.	143	59	26	12	3,654	450	600	...	50	70	4,997	1,054
TOTALS.....	2,038	1,124	390	175	37,552	7,016	8,179	8,954	1,139	966	68,400	3,951

OPERATING EXPENSES.

RAILROADS	Maintenance of Way and Structures	Maintenance of Equipment	Conducting Transporta- tion	General Expenses	Grand Total	Percentage of Operating Expenses to Earnings
U. P. Ry. Co.....	\$ 1,923,063 45	\$2,129,890 79	\$ 5,013,230 92	\$1,473,587 78	\$10,539,772 94	.5651
F., E. & M. V. R. R. Co.....	490,924 55	158,429 46	1,058,607 09	123,686 28	1,831,647 38	.5934
O. & R. V. Ry. Co.....	265,586 65	123,685 60	453,940 71	41,464 08	884,677 04	.8771
C., St. P., M. & O. Ry. Co.....	1,103,615 06	483,322 38	2,115,027 38	372,290 37	4,074,255 19	.6425
Mo. Pac. Ry. Co.....	2,495,525 18	1,449,743 70	4,565,482 90	747,225 01	9,256,976 29	.7491
S. C. & Pac. R. R. Co.....	71,881 00	40,398 93	193,381 96	27,704 44	333,366 33	.5953
St. J. & G. I. R. R. Co.	189,550 48	97,515 58	353,410 42	58,446 66	698,923 14	.6605
K. C. & O. R. R. Co.....	39,924 39	8,649 27	103,105 14	18,932 14	170,610 94	.9611
C., R. I. & P. Ry. Co.....	658,961 79	440,055 52	1,061,141 51	159,775 68	2,319,934 50	.7645
C., B. & Q. R. R. Co.....	412,602 37	3,027,696 77	9,035,676 92	1,802,455 54	17,278,431 60	.67
Pac. Ry. Co.....	.....	.....	.....	.....	.....	.....
TOTALS.....	\$10,651,634 92	\$7,959,388 00	\$23,953,004 95	\$4,825,567 98	\$47,388,595 35	

PASSENGER TRAFFIC.

	Total Number of Passengers Carried	Number of Passengers Carried One Mile	Average Distance (in miles) each Pas- senger Carried	Passenger Earnings per Mile of Road	Average Receipt per Passenger per Mile	Total Passenger Revenue. Dollars and Cents
Union Pacific Railway Company.....	2,543,301	202,975,890	79.81	\$ 2,416 13	\$.02169	4,400,812 90
Fremont, Elkhorn & Mo. Valley R. R. Co.....	462,807	25,963,698	56	748 99	.02831	731,981 28
Omaha & Republican Valley R'y Co.....	367,150	10,456,804	28.48	573 23	.0257	269,212 05
..... & Omaha R'y Co.	1,406,668	66,792,319	47.48	1,212 01	.02521	1,683,881 34
.....	3,199,024	124,199,024	39	1,126 16	.02250	2,807,467 62
.....	230,300	9,596,187	42.	2,688 68	.02614	250,829 09
.....	217,062	7,122,327	32.81	796 54	.02818	200,729 51
.....	63,454	1,275,956	20.108	168 92	.02564	32,718 96
Chicago, Rock Island & Pacific R'y Co.....	458,067	30,982,000	68.93	477 91	.02593	795,833 72
Chicago, Burlington & Quincy R. R. Co.....	6,635,007	277,173,936	41.77	1,299 04	.02259	6,260,943 21
Pacific Ra.....						
TOTALS.....	15,592,840	756,438,121	Av. 45.449	\$ 11,507 61	Av. 025188	17,434,194 08

FREIGHT TRAFFIC.

RAILROADS	Tons Hauled one Mile	Average Receipts per Ton per Mile	Mileage of Loaded Cars	Mileage of Empty Cars	Average No. Freight Cars In a Train	Average No. of Loaded Cars In a Train	Average No. of Tons In a Train	Average No. of Tons in Each Loaded Car	Average No. of Empty Cars In a Train
U. P. R'y Co	1,097,167,963	C. M. 1.166	108,657,973	34,623,997	25.	19.	188.59	10.71	6.
F., E. & M. V. R. R..	119,170,068	1.776	16,761,907	8,634,921	15.20	10.	71.40	7.1	5.20
O. & R. V. R'y Co. . .	42,589,193	1.072	4,424,110	1,672,205	15.	11.	101.43	10.15	4.
C., St. P., M. & O. . .	389,496,026	1.123	38,671,656	11,698,262	19.10	14.66	147.67	10.07	4.44
Mo. P. R'y Co.	747,332,201	1.057	71,247,305	27,290,206	19.08	14.3	150.5	10.50	5.80
S. C. & P. R. R. Co. . .	17,961,698	1.484	1,500,291	772,878	18.9	12.5	149.	12.	6.40
St. J. & G. I. R. R. . .	59,078,135	1.319	5,107,164	1,589,032	18.	14.	157.46	11.57	4.
K. C. & O. R. R. Co. .	6,241,506	1.747	755,957	287,558	8.08	5.85	49.86	8.26	2.23
C., R. I. & P. R'y Co. .	130,389,433	1.57	16,734,122	7,763,732	16.	10.90	34.20	3.5	5.10
C., B. & Q. R. R. Co. .	134,010,007	0.997	168,490,052	56,835,697	19.763	14.778	149.808	10.252	4.98
Pac. R'y Co.									
C., K. & N. R. R. Co. .									
TOTALS.	3,949,526,293	Av. 1.3306	432,350,537	151,168,488	Av. 17.4123	Av. 12.7688	Av. 119.9918	Av. 9.4112	Av. 4.815

FREIGHT AND PASSENGER REVENUE.

RAILROADS	Total Receipts from Passenger Traffic	Total Receipts from Freight Traffic	Total Receipts from Passenger and Freight Traffic	Passenger and Freight Earnings Per Mile of Road	Expense Per Mile of Road	Total Earnings Per Mile of Road, including Mails, Expresses, etc.
Union Pac. Ry. Co.....	\$4,400,812 30	\$12,849,982 96	\$17,250,795 26	\$ 9,471 02	\$ 5,786 54	\$ 10,239 19
F., E. & M. V. R. R. Co.....	731,961 28	2,116,248 20	3,076,484 25	2,400 09	1,428 94	2,408 04
O. & R. V. Ry. Co.....	269,212 05	689,238 70	958,450 75	2,040 82	1,883 75	2,147 60
C., St. P., M. & O. Ry. Co.....	1,638,881 34	4,375,512 56	6,059,393 90	4,361 38	2,932 53	4,564 06
Mo. Pac. Ry. Co.....	2,807,467 62	7,901,286 61	11,413,690 54	3,659 40	2,967 93	3,962 11
Sioux C. & Pac. R. R. Co.....	250,829 09	266,654 63	555,633 92	5,172 53	3,103 39	5,212 95
St. Joe & G. I. R. R.....	200,729 51	779,595 54	1,019,133 11	4,044 17	2,773 10	4,198 80
C., K. & N. Ry. Co.....	795,633 72	2,046,798 41	2,842,432 13	1,707 37	.....	1,707 37
K. C. & O. R. R.....	32,718 96	108,707 62	153,249 08	791 21	880 84	916 46
C., B. & Q. R. R. Co.....	6,260,948 21	17,222,738 70	23,483,686 91	4,872 49	3,585 00	5,351 49
Pac. Ry. Co.....	.....	.....	.....	.....	.....	.....
C., R. I. & P. Ry. Co.....	.....	.....	.....	.....	.....	.....
TOTALS .....	.....	.....	.....	.....	.....	.....

PASSENGERS.—FREIGHT.

RAILROADS	PASSENGERS		FREIGHT	
	Cost of Carrying One Passenger One Mile	Amount Rec'd for carrying One Passenger One Mile	Cost of Carrying One Ton of Freight One Mile	Amount Rec'd for carrying One Ton of Freight One Mile
Union Pacific Railway Co. ....	.01369	.02168	.00618	.01166
..... R. Co.	.02538	.02831	.00986	.01776
..... Co.	.04534	.02575	.00964	.01618
.....	.02348	.02521	.00643	.01123
.....	.02708	.02250	.00786	.01057
.....	.01837	.02614	.00875	.01484
.....	.03889	.02818	.00714	.01319
.....	.05772	.02564	.01554	.01742
..... Co.	.03480	.02593	.00952	.01570
..... Co.	.....	.02259	.....	.00997
.....
TOTALS.....	.....	.....	.....	.....

FREIGHT MOVEMENT IN TONS.

RAILROADS	Grain	Flour	Other Mill Products	Hay	Tobacco	Fruit and Vegeta- bles	Tin Stock	Dressed Meats	Other Packing House Products
C., B. & Q. R. R.....	794,867	23,274	9,703	9,622	.....	23,061	211,315	30,253	9,447
Union Pac. R. R.....	560,676	43,933	24,916	63,988	3,358	100,439	409,961	68,383	39,162
F., E. & M. V. R. R.....	282,457	10,591	2,884	13,789	226	12,845	128,355	295	3,766
O. & R. V. R. R.....	228,372	19,280	3,977	7,113	94	6,918	69,164	846	843
Mo. Pacific Ry.....	550,946	131,593	.....	.....	.....	.....	397,966	.....	.....
S. C. & P. R. R.....	73,804	3,236	646	2,987	230	9,341	37,353	81	16,436
St. J. & G. I. R. R.....	225,733	6,538	.....	4,469	.....	4,231	29,784	.....	.....
C., R. I. & P. R. R.* ..	84,166	10,086	5607	19,962	113	12,169	91,777	1,035	312
K. C. & O. R. R.....	104,489	5,049.	.....	1,020	.....	81	10,158	.....	.....
O., K. & N. R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C., St. P., M. & O. R. R..	350,824	129,002	101,957	42,926	27	31,809	105,298	8,482	8,541
TOTALS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Lines West of Missouri River.

FREIGHT MOVEMENT IN TONS.—CONTINUED.

RAILROADS	Lumber	Petrol-eum and Oil	Sugar	Iron, Pig and Bloom	Iron and Steel Rails	Other Castings and Machin-ery	Bar, Sheet and Metal	Cement, Brick and Lime
B. & M. R. R. R.....	391,182	See Mdse	See Mdse	45,886	See Iron, Pig and Bloom	4,452	.....	45,397
U. P. R. R. R.....	289,229	38,903	39,699	5,045	6,128	34,896	71,249	52,951
F., E. & M. V. R. R.....	77,602	3,632	2,177	290	777	3,773	29	9,264
O. & R. V. R. R.....	60,104	3,022	1,863	266	512	2,536	138	8,775
Mo. Pacific R. R.....	.....	.....	.....	.....	.....	.....	.....	.....
S. C. & P. R. R.....	57,863	2,922	1,244	70	1,746	1,808	56	11,862
St. Jo. & G. I. R. R.....	38,946	1,961	.....	.....	3,359	1,696	.....	9,784
C., R. I. & P. R. R.....	96,487	2,109	1,949	6,758	20,352	2,285	9,600	11,886
K. C. & O. R. R.....	13,446	341	.....	.....	268	217	.....	960
C., K. & N. R. R.....	.....	.....	.....	.....	.....	.....	.....	.....
C., St. P., M. & O. R. R.....	586,893	16,344	5,807	21,922	11,249	13,226	2,844	28,745
TOTALS.....	1,611,752	69,234	52,739	80,237	43,391	64,839	83,816	181,624

FREIGHT MOVEMENT IN TONS.—CONTINUED.

RAILROADS	Agricul- tural Im- plements	Wagons, Carriages Tools, etc.	Wines, Liquors and Beers	House- hold Goods & Furniture	Merchan- dise	Miscellan's other com- modities not before mentioned	Totals
B. & M. R. R. R.	11,300	5,740	12,703	17,565	362,947	.....	2,817,489
U. P. R. R.	20,585	16,959	36,739	25,413	499,055	38,150	3,943,041
F., E. & M. V. R. R.	4,484	1,379	7,556	12,438	53,787	18,606	735,894
O. & R. V. Ry	3,594	1,525	3,292	2,973	42,360	2,264	602,151
Mo. Pacific R. R.	.....	.....	.....	.....	.....	.....	4,190,111
S. C. & P. R. R.	1,085	386	1,564	3,619	22,236	12,774	450,220
St. Jo. & G. I. R. R.	1,335	689	1,763	4,056	19,506	15,653	449,136
C., R. I. & P. R. R.	1,543	984	956	5,560	42,626	8,792	599,248
K. C. & O. R. R.	469	198	160	1,273	1,983	3,452	160,670
C., K. & N. R. R.	.....	.....	.....	.....	.....	.....	.....
C., St. P., M. & O. R. R.	9,703	4,811	11,161	14,268	186,056	120,395	2,347,587
TOTALS.....	54,097	32,671	65,894	98,165	1,248,456	220,086	16,295,507

FREIGHT MOVEMENT IN TONS—CONTINUED.

RAILROADS	Poultry, Fish and Game	Wool	Hides and Leather	Anthra- cite Coal	Bitumi- nous Coal	Coke	Ores	Stone, sand and other Articles
B. & M. R. R. R.	See Mdse	3,169	5,651	40,422	444,649	5,975	10,920	298,003
Union Pac. R. R.	21,136	15,490	6,896	51,248	1,058,611	27,418	101,574	170,951
F., E. & M. V. R. R.	106	335	980	8,370	68,763	578	1,632	6,146
O. & R. V. R. R.	2,209	157	783	9,309	54,463	71	11,378	63,952
Mo. Pac. Ry.								
So. C. & P. R. R.	31	21	561	11,076	163,718	418	254	10,792
St. J. & G. I. R. R.	1,831	79	336		58,108	41		19,244
C., R. I. & P. R. R.	71	94	708	3,764	95,593	165	3,707	44,263
K. C. & O. R. R.	250	8	24		12,608	16		3,844
C., K. & N. R. R.								
C., St. P., M. & O. R. R.	2,484	550	3,271	101,116	172,358	17,398	39,995	188,125
TOTALS	28,118	19,903	19,210	135,303	2,126,871	52,080	169,460	805,320

TOTAL EARNINGS.

	ress, e, and ms	Total Freight Revenue	Stock Yards	panies, Rentals, and other Sources	Total Earnings
Union Pac. Ry.	\$ 4,333,665 29	\$ 1,168,483 35	\$ 12,849,982 96	\$ 294,840 40	\$ 18,649,972 00
F., E. & M. V. R. R.	731,961 28	228,103 43	2,116,248 20	10,192 92	3,086,677 17
O. & R. V. Ry. Co.	263,355 68	45,941 45	689,238 70	10,054 41	1,008,686 30
C., St. P., M. & O. Ry.	1,683,881 34	271,159 84	4,375,512 56	46,846 40	6,377,400 13
Mo. Pac. Ry. Co.	2,807,467 62	705,039 99	7,901,182 93	944,122 65	12,357,813 19
S. C. & Pac. Ry. Co.	250,829 09	37,989 32	266,815 51	4,340 81	559,974 73
St. Jo. & G. I. R. R.	200,729 51	38,808 06	779,595 54	38,966 64	1,058,099 75
K. C. & O. R. R. Co.	32,718 96	11,922 50	108,707 62	24,280 49	177,509 57
C., K. & N. Ry. Co. ....	.....	.....	.....	.....	.....
C., B. & Q. R. R. Co.	6,260,948 21	1,730,395 39	17,222,738 70	578,227 84	25,792,309 94
Pac. Ry. ....	.....	.....	.....	.....	.....
C., R. I. & P. Ry. Co.	795,633 72	125,400 26	2,046,798 41	66,716 32	3,034,546 71
TOTALS.	\$ 17,361,180 90	\$ 4,358,143 59	\$ 84,356,821 53	\$ 2,018,568 111	\$ 72,102,903 49

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT	EMPLOYEES							
	TRAINMEN		SWITCHMEN, FLAGMEN AND WATCHMEN		OTHER EMPLOYEES		TOTAL	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling and uncoupling.....	4	69	4	87	.....	2	8	158
Falling from trains and engines.	9	22	2	13	3	3	14	38
Overhead obstructions	2	2	.....	1	.....	.....	2	3
Collisions } Wrecks.....	2	24	.....	8	7	5	9	37
Deraillments }	.....	3	.....	2	1	.....	1	5
Other train accidents.....	.....	.....	.....	.....	.....	.....	.....	.....
At highway crossings	.....	.....	.....	.....	.....	.....	.....	.....
At stations,	4	40	10	19	10	7	24	66
Other causes,	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	21	160	16	130	21	17	58	307

ACCIDENTS TO PERSONS.—CONTINUED.

PERSONS	OTHERS					
	TRESPASSERS		NOT TRESPASSING		TOTAL	
	Killed	Injured	Killed	Injured	Killed	Injured
Injured						
12	2	1	1	2	6	3
1	10	4	.....	.....	11	5
23	52	39	27	13	83	75
36	64	44	28	15	100	95

REPORT
OF THE
CHICAGO, BURLINGTON & QUINCY RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? The Chicago, Burlington & Quincy Railroad Company.

Date of organization? Charter; act passed February 14, 1855.

Under laws of what government, state or territory organized?

If more than one, name all; give reference to each statute and all amendments thereof. Illinois.

If a consolidated company, name the constituent companies?

Give reference to charters of each, and all amendments to same; also date and authority for each consolidation?

Aurora Branch Railroad Company, charter February 12, 1849, amended June 22, 1854, (changing name to Chicago & Aurora Railroad Company), amended February 14, 1855 (changing name to Chicago, Burlington & Quincy Railroad Company). Central Military Tract Railroad Company, charter February 15, 1851; amended June 19, 1852, and February 11, 1853; consolidated with Chicago, Burlington & Quincy Railroad Company July 9, 1856. Peoria & Oquawka Railroad Company, charter February 12, 1849; amended February 10, 1851, June 22, 1852, February 8, 1853, February 21, 1861 (changing name to Logansport, Peoria & Burlington Railroad Company); master's sale

October 20, 1862, March 8, 1864 (changing name to Peoria & Burlington Railroad Company), consolidated with Chicago, Burlington & Quincy Railroad Company, June 24, 1864. Northern Cross Railroad, charter April 13, 1849; amended February 1, 1851, June 11, 1852, June 21, 1852, February 10, 1853, February 10, 1857 (changing name to Quincy & Chicago Railroad); master's sale April 28, 1864, and conveyed to Chicago, Burlington & Quincy Railroad Company July 30, 1865. Burlington & Missouri River Railroad Company, incorporated January 15, 1850 and the Burlington & Missouri Railroad Company, incorporated July 24, 1871; consolidated with the Chicago, Burlington & Quincy Railroad Company, July 31, 1875. Burlington & Missouri River Railroad Company in Nebraska, incorporated May 12, 1869, consolidated with the Chicago, Burlington & Quincy Railroad Company, January 1, 1880. Republican Valley Railroad Company, incorporated March 28, 1878; amended May 24, 1879, and consolidated with the Chicago, Burlington & Quincy Railroad Company March 1, 1882.

NAMES OF DIRECTORS.

John M. Forbes, Boston, Mass., May 21, 1890.

Richard Olney, " "

Charles J. Paine, " "

John L. Gardner, " "

Francis W. Hunnewell, " "

William Endicott, Jr., " "

T. Jefferson Coolidge, Manchester, Mass., "

John N. A. Griswold, New York, N. Y., "

Peter Geddes, " "

Wirt Dexter, Chicago, Illinois, "

Charles E. Perkins, Burlington, Iowa, "

Total number of stockholders at date of last election? 11,500.

Date of last meeting of stockholders for election of Directors?
May 15, 1889.

Give postoffice address of general office? Corner Adams and Franklin streets, Chicago, Ill. Corner Tenth and Farnam streets, Omaha, Neb.

Give post-office address of operating office? Corner Adams and Franklin streets, Chicago, Ill. Corner Tenth and Farnam streets, Omaha, Neb.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Chairman of the Board—John M. Forbes, Boston, Mass.

President—Charles E. Perkins, Burlington, Iowa.

Vice-President, First—Charles C. Peasley, Chicago, Ill.

Vice-President, Second—Henry B. Stone, Chicago, Ill.

Secretary—T. S. Howland, Boston, Mass.

Treasurer—J. C. Peasley, Chicago, Ill.

Comptroller, Acting—W. J. Ladd, Boston, Mass.

Auditor, General—John L. Lathrop, Chicago, Ill.

BURLINGTON & MISSOURI RIVER RAILROAD IN NEBRASKA.

Assistant Treasurer—J. G. Taylor, Omaha, Neb.

Cashier—W. A. Higgins, Omaha, Neb.

Chief Engineer—I. S. P. Weeks, Lincoln, Neb.

General Solicitor—T. M. Marquette, Lincoln, Neb.

Solicitor—J. W. Deweese, Lincoln, Neb.

General Manager—George W. Holdrege, Omaha, Neb.

General Freight Agent—Thos. Miller, Omaha, Neb.

General Passenger and Ticket Agent—J. Francis, Omaha, Neb.

General Superintendent—T. E. Calvert, Lincoln, Neb.

Northern Division Superintendent—D. E. Thompson, Lincoln, Neb.

Southern Division Superintendent—C. B. Rodgers, Wymore, Neb.

Western Division Superintendent—A. Campbell, McCook, Neb.

Superintendent of Telegraph—C. E. Yates, Lincoln, Neb.

General Baggage Agent—T. Marsland, Lincoln Neb.

Land Commissioner—J. D. Macfarland, Lincoln, Neb.

PROPERTY OPERATED.

MAIN LINES OWNED—

Chicago, Burlington & Quincy Railroad, from Union Depot Chicago to Pacific Junction, Iowa.....	486.498	
From Galesburg, Ill., to Quincy, Ill ..	99.731	
From Peoria, Ill., to Galesburg, Ill ...	52.573	
Burlington & Missouri River Railroad Company in Nebraska, from Pacific Junction, Ia., to Kearney, Neb	195.470	884.272

BRANCH LINES OWNED—

Chicago, Burlington & Quincy Railroad Company, from Aurora, Ill., to Turner, Ill.....	12.108	
From Gates City, Ill., to Lewiston, Ill.....	30.066	
Peoria & Hannibal Railroad, from Lewis- ton, Ill., to Rushville, Ill	32.612	
Burlington & Missouri Railroad, from Chariton, Iowa, to Leon, Iowa	36.724	
Creston Branch, Burlington & Missouri River Railroad, from Creston, Iowa, to Hopkins, Mo.....	44.609	
Burlington & Missouri River Railroad, from Red Oak, Iowa, to Hamburg, Iowa	39.173	

Republican Valley Railroad, from York, Neb., to Central City, Neb	41.310	
From Nemaha, Neb, to Tecumseh, Neb	32.620	
From Nemaha, Neb. to Salem, Neb...	17.600	
From Tecumseh, Neb., to Beatrice, Neb	32.94	
From Beatrice, Neb., to Wymore, Neb.	11.87	
From Hastings, Neb., to Colorado State Line, Neb.....	239.310	
From Aurora, Neb., to Grand Island, Neb	18.510	
From Aurora, Neb., to Hastings, Neb.	27.750	
From Table Rock, Neb., to Amboy, Neb	142.94	760.142

LINES OPERATED UNDER LEASE—

Ottawa, Oswego & Fox River Valley Rail- Road, from Geneva, Ill., to Streator, Ill.....	68.144	
Illinois Valley & Northern Railroad, from Streator, Ill., to Walnut, Ill.....	58.734	
Chicago & Rock River Railroad, from Shabonna, Ill., to Sterling, Ill	48.150	
Joliet, Rockford & Northern Railroad, from Sheridan, Ill., to Paw Paw, Ill.	19.581	
Illinois Grand Trunk Railway, from Men- dota, Ill., to Fulton, Ill., and Clinton, Iowa	65.378	
Dixon, Peoria & Hannibal Railroad, from Buda, Illinois, to Elmwood, Ill	44.508	
Galesburg & Rio Railroad, from Gales- burg, Ill., to Rio, Ill.....	12.454	
American Central Railway, from Galena, Ill., to New Boston, Ill.....	50.587	

Carthage & Burlington Railroad, from Carthage Junction, Ill., to Carthage, Ill.....	30.100
Quincy & Warsaw Railroad, from Carth- age, Ill., to Quincy, Ill.....	40.254
St. Louis, Rock Island & Chicago Rail- road, from Sterling Ill., to Rock Island, Ill.....	51.933
From Barstow, Ill., to East St. Louis, Ill.....	214.632
Cleveland Branch, Ill.....	2.358
From Gladstone, Ill., to Keithsburg, Ill.....	17.253
Quincy, Alton & St. Louis Railroad, from Quincy, Ill., to E. Louisiana and E. Hannibal, Ill.....	49.776
Moulton & Albia Railway, from Albia, Iowa, to Moravia, Iowa.....	11.500
Albia, Knoxville & Des Moines Railroad, From Albia, Iowa, to Knoxville, Iowa.....	32.97
Des Moines & Knoxville Railroad, from Knoxville, Iowa, to Des Moines, Iowa.....	34.971
Leon, Mt. Ayr & Southwestern Railroad, from Leon, Iowa, to Grant City, Mo.	57.720
From Bethany Junction, Iowa, to Albany, Mo.....	46.22
St. Joseph & Des Moines Railroad, from St. Joseph, Mo., to Albany, Mo. ..	48.09
Chariton, Des Moines & Southern Rail- road, from Chariton, Iowa, to Ind- ianola, Iowa.....	33.346

Creston & Northern Railroad, from Creston, Iowa, to Fontenelle, Iowa	27.424
Western Iowa Railroad, from Fontanelle, Iowa, to Cumberland, Iowa	20.327
Brownville & Nodaway Valley Railroad, from Valisca, Iowa, to Burlington Junction, Mo.....	35.004
Clarinda, College Springs & Southwestern Railroad, from Clarinda, Iowa, to Northboro, Iowa.....	17.818
Red Oak & Atlantic Railroad, from Red Oak, Iowa, to Griswold, Iowa.....	18.041
Nebraska City, Sidney & Northeastern Railroad, from Hastings, Iowa, to Sidney, Iowa.....	21.116
Hastings & Avoca Railroad, from Hastings, Iowa, to Carson, Iowa.....	15.792
Omaha & Southwestern Railroad, from Omaha, Neb., to Oreapolis, Neb....	16.84
From Crete, Neb., to Beatrice, Neb....	30.090
Nebraska Railway, Nemaha, Neb., to York, Neb.....	136.4
Lincoln & Northwestern Railroad, from Lincoln, Neb., to Columbus, Neb....	73.08
Atchison & Nebraska Railroad, from Atchison, Kas., to Lincoln, Neb....	144.72
Nebraska & Colorado Railroad, from Chester, Neb., to Strang, Neb.....	29.76
From Fairmont, Neb., to Strang, Neb.	15.43
From Kenesaw, Neb., to Oxford, Neb.	60.67
From De Witt, Neb., to Blue Hill, Neb.....	86.74
From Blue Hill, Neb., to Holdrege, Neb	49.98

From Holdrege, Neb., to Colorado State Line, Neb.....	161.6	
From Edgar, Neb., to Superior, Neb..	26.53	
Chicago, Nebraska & Kansas Railroad, from Odell Junction, Neb., to Concordia, Kas.....	70.38	
Republican Valley, Kansas & Southwestern Railroad, from Republican Neb., to Oberlin, Kas.....	78.23	
Burlington & Colorado Railroad, from Nebraska State Line, Colo., to Denver, Colo	174.89	
Colorado & Wyoming Railroad, from Nebraska State Line, Colo., to Wyoming Territory Line, Colo.....	144.58	
Cheyenne & Burlington Railroad, from Cheyenne, Wyo. Ter., to Colorado State Line, Wyo. Ter.....	29.01	
Oxford & Kansas Railroad, from Orleans, Neb., to Kansas State Line, Neb....	59.61	
Beaver Valley Railroad, from Nebraska State Line, Kas., to St. Francis, Kas.	74.37	
Lincoln & Black Hills Railroad, from Central City, Neb., to Arcadia, Burwell and Ericson, Neb.....	157.88	
Grand Island & Wyoming Central Railroad, from Grand Island, Neb., to Alliance, Neb.....	269.60	
Omaha & North Platte Railroad, from Omaha, Neb., to Schuyler, Neb....	80.78	
Rulo Bridge Line.....	3.42	
Nebraska City Bridge Line.....	2.09	
St. Joseph & Nebraska Railroad, from Napier, Mo., to Boswell, Mo.....	5.86	3176.721

LINES OPERATED UNDER CONTRACT—

Dixon & Quincy Railroad, from Keithsburg Junction, Ill., to Keithsburg, Ill.	6.234	
Keokuk & St. Paul Railroad, from Burlington, Iowa, to Keokuk, Iowa	42.277	48.511
		<hr/> <hr/> 4819.646

CAPITAL STOCK.

DESCRIB	Total Par Value Authorized	Total Amount Issued and Outstanding	MARKET PRICE OF SHARES		DIVIDENDS DECLARED DURING YEAR	
			Sat. Jun. 29, 1889.	Av. for Year	Rate	Amount
Capital Stock—						
Common...	76,394,505 00	\$76,394,505 00	101 1/4	....	4@1% each.	\$3,055,884 00
Preferred..	.....	.....	.....	.....	...	.....
Total .....	.....	.....	.....	.....	.....	.....
MANNER OF PAYMENT FOR CAPITAL STOCK	Number of Shares	Total Cash Realized	GIVE PARTICULARS AND EXPLANATIONS			
Issued for Cash—			Records destroyed at time of Chicago fire of October 9, 1871.			
Common. ....	.....	.....		
Preferred.....	.....	.....		
Issued for Construction—						
Common.....	.....	.....		
Preferred.....	.....	.....		
Issued for Reorganization—						
Common.....	.....	.....		
Preferred.....	.....	.....		
Total.....	\$763,945.20	.....			

FUNDED DEBT.
COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					¢ + ¢	When Payable	Amt. Accrued During Year	Amt. Paid During Year
Second Mortgage.....	1880	1890	.....	.....	\$266,000 00	.....	4	J. and J.	\$12,140 00	\$12,140 00
Trust ".....	1864	1890	.....	.....	653,000 00	.....	7	O. and A.	45,710 00	45,710 00
Plain ".....	1872	1896	.....	.....	547,500 00	.....	7	J. and J.	38,325 00	38,325 00
Consolidated ".....	1873	1903	.....	.....	13,986,000 00	.....	7	"	979,020 00	979,020 00
" ".....	1876	1901	.....	.....	2,316,000 00	.....	5	A. and O.	115,800 00	115,800 00
" ".....	1875	1895	.....	.....	348,000 00	.....	5	J. and D.	17,450 00	17,450 00
Iowa Division ".....	1879	1919	.....	.....	2,898,000 00	.....	5	A. and O.	145,250 00	145,250 00
" ".....	1879	1919	.....	.....	8,988,000 00	.....	4	"	363,400 00	363,400 00
" ".....	1881	1921	.....	.....	4,300,000 00	.....	4	M. and S.	172,000 00	172,000 00
" ".....	1882	1922	.....	.....	7,968,000 00	.....	4	F. and A.	318,720 00	318,720 00
Plain ".....	1883	1913	.....	.....	9,000,000 00	.....	5	M. and N.	450,000 00	450,000 00
Neb. Ext'n ".....	1887	1927	.....	.....	24,915,000 00	.....	4	"	855,701 01	855,701 01
B. & M. Ia. Land Gr't Consol....	1863	1893	.....	.....	4,170,550 00	.....	7	A. and O.	291,938 50	291,938 50
B. & M. Neb. Con. Mtg ".....	1869	1894	.....	.....	66,000 00	.....	8	J. and J.	5,280 00	5,280 00
" ".....	1878	1918	.....	.....	12,858,000 00	.....	6	"	771,480 00	771,480 00
" ".....	1880	1910	.....	.....	3,347,000 00	.....	4	"	133,880 00	133,880 00
Rep. Valley ".....	1879	1919	.....	.....	1,078,000 00	.....	6	"	64,680 00	64,680 00
Total .....	.....	.....	.....	.....	\$97,705,050 00	.....	.....	.....	\$4,780,774 51	\$4,780,774 51

RECAPITULATION OF FUNDED DEBT.

INTEREST	
rued ar	Amount Paid During Year
1 51	\$4,780,774 51
.....
.....
1 51	\$4,780,774 51

Amount Outstandin
.....
.....
.....
\$97,705,050 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$1,340,567 00
Bills Receivable	1,344,327 81
Due from solvent companies and individuals	1,084,541 32
Other Cash Assets*	804,538 76
Total	<u>\$4,573,974 89</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

Loans and Bills Payable	\$500,000 00
Audited Vouchers and Accounts	869,312 16
Wages and Salaries	118,909 77
Net Traffic Balances due to other companies and agents	422,532 45
Dividends not called for	68 00
Matured Interest Coupons unpaid (including coupons due July 1)	1,220,784 25
Balance, Cash Assets	1,442,368 26
Total	<u>\$4,573,974 89</u>

*Materials and Supplies on hand, \$2,497,281.94. [See General Balance.]

RECAPITULATION.
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	TOTAL AMOUNT OUTSTANDING	APPORTIONMENT		AMOUNT PER MILE OF ROAD		Explanatory Remarks
		To Railroads	To Other Properties	Miles	Amount	
Capital Stock....	\$76,394,505 00	All	None	.....	.....	.....
Bonds	97,705,050 00	All	None	.....	.....	.....
Car Trust Ob'gtns	.....	.....	.....	.....	.....	None.
Receiver's Certfs.	.....	.....	.....	.....	.....	None.
Total.....	\$174,099,555 00	.....	.....	4,819.646	\$36,122 89	.....

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM	EXPENDITURES DURING THE YEAR		
	Included in Operating Expenses	Not Included in Operating Expenses	Total Expenditures
CONSTRUCTION—			
Right of Way.....		\$349,610 19	
Other Real Estate....		76,815 48	
Fences		32,699 07	
Masonry		11,176 06	
Structures		188,272 70	
.....		\$4,848 88	
.....		135,598 82	
.....		26,029 40	
.....		2,591 25	
Construction			
.....		1,192 23	
.....		221,489 06	
.....			
.....		1,499,839 20	
.....		8,776 13	
Total Construction.		\$2,494,705 07	\$2,494,705 07
EQUIPMENT—			
Locomotives		498,013 12	
.....		88,969 16	
Dining Cars		58,748 85	
and Postal Cars		13,898 87	
.....		563,244 22	
.....			
.....			
Total Equipment.		\$1,228,794 22	\$1,228,794 22
Grand Total Construction and Equipment		\$3,723,499 29	\$3,723,499 29

NOTE—Bold face figures are credits.

INCOME ACCOUNT.

Gross Earnings from Operations . . .	\$25,792,309 94	
Less Operating Expenses	17,278,431 60	
		<hr/>
Income from Operations . . .		\$8,513,878 34
Interest on Bonds owned, Dividends on Stocks owned, Interest, Ex- change and other income	243,719 47	
Miscellaneous Income—less Expense	408,555 56	
		<hr/>
Income from Other Sources		652,275 03
		<hr/>
Total Income		9,166,153 37
DEDUCTIONS FROM INCOME—		
Interest on Funded Debt Ac- crued	4,780,774 51	
Interest on interest-bearing Cur- rent Liabilities accrued, not otherwise provided for	471,860 00	
Rentals, including Tracks, Yards and Terminals	146,510 75	
Taxes	1,153,784 75	
		<hr/>
Total Deductions from Income		6,552,930 01
		<hr/>
Net Income		2,613,223 36
Dividends, 4 per cent, Common Stock	3,055,684 00	
Other Payments from Net Income . .	753,802 39	
		<hr/>
Total		3,809,486 39
		<hr/>
Deficit from Operations of year end- ing June 30, 1889		1,196,263 03
Surplus on June 30, 1888		10,475,404 60
		<hr/>
Surplus on June 30, 1889		9,279,141 57

EARNINGS FROM OPERATION.

	Total Receipts	Actual Earnings
PASSENGER—		
Total Passenger Revenue.....		\$6,260,948 21
Mail.....	\$1,007,941 83	
Express	681,876 38	
Extra Baggage and Storage	54,493 58	
Other Items... ..	86,583 60	1,730,395 39
Total Passenger Earnings....		<u>\$7,991,343 60</u>
FREIGHT—		
Total Freight Revenue.....		\$17,222,738 70
Stock Yar s.....		14,301 63
Total Freight Earnings.....		<u>17,237,040 33</u>
Total Passenger and Freight Earnings		<u>25,228,383 93</u>
OTHER EARNINGS FROM OPERATION—		
Car Mileage, balance.....	16,330 83	
Switching Charges, balance....	114,768 70	
Telegraph Companies	22,053 79	
Rentals not otherwise provided for	258,062 86	
Other sources	152,709 83	563,926 01
Total Other Earnings		<u>563,926 01</u>
Total Gross Earnings from Operation		<u>\$25,792,309 94</u>

BONDS OWNED.

The Chicago, Burlington & Quincy Railroad Company owns securities of the corporations named below.

	Total Amount Held	Income or Interest Received
Kansas City, St. Joseph & Council Bluffs Railroad Company.....	\$2,047,486 03	\$1,686 31
Chicago & Iowa Railroad Company, and Chicago, Bockford & North- ern Railroad Company.....	264,225 00	
St. Louis, Keokuk & Northwestern Railroad Company.....	627,000 00	
Keokuk & Northwestern Railroad Company	28,040 69	
Hannibal & St. Joseph Railroad Company.....	4,081,006 86	
Burlington & Northwestern Railroad Company	125,641 04	
Burlington & Western Railway Com- pany	264,119 93	
Chicago, Burlington & Northern Railroad Company.....	784,131 87	
Denver, Utah & Pacific Railroad Company	540,907 87	
Inter-State Industrial Exposition Stock	1,016 00	
Peoria Union Elevator Company....	100,000 00	
Total.....	\$8,863,575 29	\$1,686 31

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

MAINTENANCE OF WAY AND STRUCTURES—

Repairs of roadway, renewals of rails, renewals of ties; also, cattle-guards, road crossings and signs.....	\$2,877,042 04
Repairs of bridges and culverts	624,094 05
Repairs of fences	82,792 88
Repairs of buildings	243,298 54
Repairs of docks and wharves	3,778 00
Repairs of telegraph	81,596 86
Total	<u>\$3,412,602 37</u>

MAINTENANCE OF EQUIPMENT—

Repairs and renewals of locomotives.....	\$1,342,257 89
Repairs and renewals of passenger cars, repairs and renewals of freight cars.....	1,685,438 88
Total.....	<u>\$3,027,696 77</u>

CONDUCTING TRANSPORTATION—

Wages of enginemen and firemen	\$1,520,303 86
Fuel for locomotives.....	1,921,688 58
Water supply for locomotives.....	225,490 47
All other supplies for locomotives.....	602,520 08
Wages of other trainmen.....	1,210,816 25
All other train supplies	514,379 28
Wages of switchmen, flagmen and watchmen.....	701,210 98
Expense of telegraph, including train dispatchers and operators.....	298,376 62
Wages of station agents, clerks and station laborers.....	1,082,237 80

Station supplies	468,999 27
Loss and damage	310,375 59
Injuries to persons	178,878 14
Total	<u>\$9,035,676 92</u>

GENERAL EXPENSES—

Salaries of officers, general	418,825 50
Salaries of clerks, general offices, etc	769,092 10
General office expenses and supplies	4,016 90
Agencies, including salaries and rent	165,908 18
Advertising and printing	188,007 35
Insurance	91,837 36
Expense of traffic associations	27,471 71
Legal expenses	124,865 07
Other general expenses	12,431 37
Total	<u>\$1,802,455 54</u>

RECAPITULATION OF EXPENSES—

Maintenance of way and structures	\$3,412,602 37
Maintenance of equipment	3,027,696 77
Conducting transportation	9,035,676 92
General expenses	1,802,455 54
Grand total	<u>\$17,278,431 60</u>

Percentage of operating expenses to earnings, 67 per cent.

RENTALS PAID.

Chicago & Iowa railroad	765 50
Chicago, Rock Island & Pacific railroad	2,273 36
Chicago, Milwaukee & St. Paul railroad	560 00
Hannibal & St. Joseph railroad	480 00
Indiana & St. Louis railroad	38,550 71
Kansas City, St. Joe & Council Bluffs railroad ..	34,733 03

Quincy, Alton & St. Louis railroad.....	42,000 00
Chicago & Alton railroad	5,374 72
Pennsylvania Company.....	5,874 64
Chicago & Northwestern railway	20,000 00
Union Pacific railway.....	16 50
Rent of ground, Peoria, Ill.....	850 00
Rent of ground, Mendota, Ill.....	10 00
Damages to property on account of tracks on Twenty-second street, Chicago.....	1,117 80
Total rentals	<u>\$152,106 26</u>

Amounts paid for the use of union depots and other terminal facilities are charged to the different operating accounts to which they belong.

GENERAL BALANCE SHEET.

DEBTOR.

Cost of Road.....	\$ 90,983,266 20
Cost of Equipment.....	23,306,917 34
Other permanent investments.....	10,688,566 05
Cost of branch roads.....	46,724,821 06
Securities (of other companies) and Lands owned.....	10,347,014 60
Cash and Current Assets.....	1,442,368 26
OTHER ASSETS:	
Materials and supplies.....	2,497,281 94
Sinking Fund.....	11,979,993 45
Total	<u>\$197,970,228 90</u>

CREDIT.

Capital Stock.....	\$76,894,505 00
Funded Debt.....	97,705,050 00
Renewal Fund.....	9,000,000 00
Current Balances.....	488,810 50
Income Account.....	9,279,141 57
Profit and Loss	5,107,721 88
Total	<u>\$197,970,228 90</u>

CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

NET INCOME:

From Operation.....	\$ 8,513,878 34
From Other Sources.....	652,275 03
Total	<u>\$ 9,166,153 37</u>

INCREASE IN LIABILITIES:

Sale of Stocks.....	\$ 1,000 00
Sale of Bonds	5,130,000 00
Total.....	<u>5,131,000 00</u>

DECREASE IN ASSETS:

Cash on hand	\$ 493,215 91
Cash and other Assets.....	905,020 04
Total.....	<u>1,398,235 95</u>

MISCELLANEOUS:

Profit and Loss.....	365,420 14
Total.....	<u>365,420 14</u>
Grand Total.....	<u>\$16,060,809 46</u>

FIXED CHARGES:

Interest on Funded Debt paid.	\$4,780,774 51
Other Interest.....	471,860 00
Rentals.....	146,510 75
Taxes.....	1,153,784 75

Total..... \$6,552,980 01

Dividends.....\$ 3,055,684 00

BETTERMENTS TO PROPERTY:

Construction of New Road (Exclusive of Discount on Bonds Sold for Construc- tion).....	2,494,705 07
Additional Equipment (not Charged to Operating Ex- penses.....	1,228,794 22

Total 6,779,188 29

DECREASE IN LIABILITIES:

Reduction of Funded Debt..\$	425,500 00
Decrease in Current Liabili- ties	1,119,207 15

Total 1,544,707 15

MISCELLANEOUS:

Discount on Bonds sold.....\$	480,186 62
Transferred to Sinking Fund	753,802 39

Total \$1,183,989 01

Grand Total..... \$16,060,809 46

IMPORTANT CHANGES DURING THE YEAR.

All Extensions of road put in operation? Blakeman to St. Francis, Kansas, 38.74 miles. Nebraska City Bridge Line from Nebraska City, Neb., across Missouri river to connection with Kansas City, St. Joseph & Council Bluffs Railroad, 2.09 miles.

All leases taken or surrendered? Leased from Kansas City, St. Joseph & Council Bluffs Railroad, 6.726 miles of road from end of Nebraska City bridge line to Nebraska City Junction.

All new mortgages or stock issued? Ten shares in exchange for convertible bond.

All important physical changes? Bridge across Missouri river at Nebraska City.

CONTRACTS, AGREEMENTS, ETC.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers.

Express Companies? West of Missouri river with Wells, Fargo & Company's express.

Mails? With United States for fast mail service.

Sleeping, parlor or dining car companies? With Pullman Palace Car Company for sleeping cars. None for parlor or dining cars.

Other railroad companies? Chicago & Northwestern Railway for use of bridge across Mississippi river at Clinton. Chicago & Iowa Railroad for track between South Aurora and Geneva Switch. Wabash, St. Louis & Pacific Railway for use of track between Camp Point and Quincy, Ill. Toledo, Peoria & Western, for track between Iowa Junc-

tion, Ills., and Burlington, Iowa. Pennsylvania Company for use of tracks into union depot, Chicago, and for use of said depot. Chicago & Alton Railroad Company for use of track into union depot, Chicago. Indianapolis & St. Louis Railroad for use of track between Wann, Ill., and East St. Louis, Ill. Chicago, Rock Island & Pacific Railroad for use of track from Indianola, Iowa, to Avon Junction, Iowa. Kansas City, St. Joseph & Council Bluffs Railroad from Hamburg, Iowa, to East Nebraska City, Iowa, also from Pacific Junction, Iowa, to Council Bluffs, Iowa. The Chicago, Burlington & Quincy Railroad owns jointly with the Chicago & Northwestern, the Illinois Central and the Michigan Central Railroads, the St. Charles Air Line, running from Canal street to Weldon Station, all in the city of Chicago.

Telegraph companies? Western Union Telegraph Company. Other contracts? Quincy Bridge Company for use of bridge across the Mississippi river at Quincy.

SECURITY FOR FUNDED DEBT.

Chicago, Burlington & Quincy, second mortgage, 4s of 1890. from Turner Junction to Aurora and from Aurora to Galesburg, 137.11 miles, and also \$941,000 in securities.

Chicago, Burlington & Quincy Trust Mortgage, 7s of 1890, from Peoria to Galesburg and from Galesburg to Mississippi river opposite Burlington, 95.70 miles, \$6,823.40.

Chicago, Burlington & Quincy, Plain, 7s of 1896, no security.

Chicago, Burlington and Quincy, consolidated mortgage, 7s of 1903, from Chicago to Quincy, from Peoria to East Burlington, from Yates City to Lewiston, and from Turner Junction to Aurora, 400.11 miles, and also \$4,484,500 in securities.

Chicago, Burlington & Quincy 5s of 1901, \$2,500,000 in securities.

Chicago, Burlington & Quincy, 5s of 1895, from Albia to Knoxville, 82.90 miles, and also \$462,000 in securities.

Chicago, Burlington & Quincy, Iowa Division 5s and 4s of 1919, from Burlington to East Plattsmouth, to main track in Council Bluffs, from Red Oak to Hamburg, from Chariton to Leon, and from Creston to Hopkins, second track, 470.451 miles, and also \$5,757,680 in securities.

Chicago, Burlington & Quincy 4s of 1921, no security.

Chicago, Burlington & Quincy 4s of 1922, and \$8,539,000 in securities.

Chicago, Burlington & Quincy Plain, 5s of 1913, no security.

Chicago, Burlington & Quincy, Nebraska Extension, 4s of 1927, from Aurora to Hastings, 27.75 miles, and also \$24,930,600 in securities.

Burlington & Missouri River, Iowa Land Grant, 7s of 1893, from Burlington to Plattsmouth, bridge approach, 277.902 miles, and also Iowa Land Grant.

Burlington & Missouri River, in Iowa, converted 8s of 1894, from Red Oak to Hamburg, 39.29 miles, and \$1,679.82 in mortgages.

Burlington & Missouri River, in Nebraska, consolidated mortgage 6s of 1918, from Plattsmouth to Kearney and also Land Grant, 192.86 miles, and also \$4,234,000 in securities.

Burlington & Missouri River, in Nebraska, 4s of 1910, no security.

Republican Valley Railroad, 6s of 1919, from west line of Franklin County, Nebraska, to west line of Red Willow County, Nebraska, 89.90 miles, and \$11,991.10 in mortgages.

EMPLOYES AND SALARIES.

	No.	Total Yearly Compensation	Av. Daily Com- pensat'n
General Officers	110	\$418,825 50	
General Office Clerks, etc.....	910	769,092 10	\$2 76
Station Agents	686	412,160 56	1 96
Other Station Men.....	1,243	670,077 24	1 76
Engine Men	870	964,337 28	3 62
Firemen.....	884	555,996 58	2 06
Conductors	538	535,493 18	3 25
Other Trainmen.....	1,059	675,323 07	2 08
Machinists.....	991	583,868 46	1 93
Carpenters.....	520	325,870 84	2 05
Other Shopmen.....	3,173	1,676,656 94	1 73
Section Foremen.....	846	367,445 65	1 42
Other Trackmen.....	3,322	1,175,888 13	1 16
Switchmen, Flagmen and Watch- men	1,053	701,210 98	2 18
Telegraph Operators and Dis- patchers	536	298,376 62	1 82
All other Employees and Labor- ers	829	361,195 14	1 42
Total	17,570	\$10,491,818 27	\$1 95

DISTRIBUTION OF ABOVE.

General Administration.....	1,077	\$1,215,410 54	\$3 69
Maintenance of Way and Struc- tures	4,710	1,884,191 65	1 31
Maintenance of Equipment.....	4,164	2,260,525 40	1 77
Conducting Transportation.....	7,619	5,131,690 68	2 20
Total	17,570	\$10,491,818 27	1 95

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic—

Number of passengers carried earning revenue, east of Missouri river, 5,049,788.

Number of passengers carried earning revenue west of Missouri river, 1,585,219.

Number of passengers carried one mile, 6,635,007.

Average distance carried east of Missouri river, 34.195 miles.

Average distance carried west of Missouri river, 65.92 miles.

Total passenger revenue, \$6,260,948.21.

Average amount received from each passenger east of Missouri river, \$.7156.

Average amount received from each passenger west of Missouri river, \$1.67.

Average receipt per passenger per mile, \$.02259.

Passenger earnings per mile of road, \$1,299.047.

Passenger earnings per train-mile, \$.8746.

Freight Traffic—

Number of tons carried of freight earning revenue east of Missouri river, 6,655,376.

Number of tons carried of freight earning revenue west of Missouri river, 2,817,202.

Average distance haul of one ton east of Missouri river, 195 miles.

Average distance haul of one ton west of Missouri river, 150.51 miles.

Total freight revenue, \$17,222,738.70.

Average amount received for each ton of freight east of Missouri river, \$1.66.

Average amount received for each ton of freight west of Missouri river, \$2.19.

Average receipts per ton per mile, \$.0997.

Freight earnings per mile of road, \$3,573.44.

Freight earnings per train-mile, \$149.87.

Passenger and Freight—

Passenger and freight earnings, \$23,483,686.91.

Passenger and freight earnings per mile of road, \$4,872.49.

Expense per mile of road, \$3,585.00.

Total earnings per mile of road, including mails, express, etc., \$5,851.49.

Number of passenger trains, 68,251.

Number of freight trains, 155,492.

Number of mixed trains (estimated for last three months), 7,483.

Train Mileage—

Miles run by passenger trains, 7,100,802.

Miles run by freight trains, 11,855,739.

Miles run by mixed trains (estimated for last two months), 232,707.

Total mileage trains earning revenue, 18,689,248.

Grand total train mileage, 18,689,248.

Mileage of loaded freight cars, 168,490,052.

Mileage of empty freight cars, 56,835,697.

Average number of freight cars in train, 19.763.

Average number of loaded cars in train, 14,778.

Average number of empty cars in train, 4,985.

Average number of tons of freight in train, 149,808.

Average number of tons of freight in each loaded car, 10,252.

FREIGHT TRAFFIC MOVEMENT WEST OF MISSOURI RIVER.

[COMPANY'S MATERIAL EXCLUDED.]

PRODUCTS OF AGRICULTURE—	Whole Tons.	Per Cent.
Grain	794,857 32	28.21
Flour.....	23,273 95	.83
Other mill products.....	9,703 55	.34
Hay.....	9,621 97	.34
Fruit and vegetables.....	23,061 72	.82
PRODUCTS OF ANIMALS—		
Live stock.....	211,314 68	7.50
Dressed meats.....	30,253 12	1.07
Other packing-house products.....	9,446 82	.33
Wool.....	3,169 89	.11
Hides and leather.....	5,651 43	.20
PRODUCTS OF MINES—		
Anthracite coal	40,422 04	1.43
Bituminous coal.....	444,649 21	15.80
Coke	5,975 41	.21
Ores.....	10,920 34	.39
Stone, sand, and other like articles	298,002 68	10.57
PRODUCTS OF FOREST—		
Lumber	391,181 65	13.88
MANUFACTURES—		
Iron, steel, railroad iron and steel..	45,886 45	1.63
Machinery	4,452 43	.16
Cement, brick and lime.....	45,379 25	1.62
Agricultural implements.....	11,299 75	.40
Wagons and carriages.....	5,739 67	.20
Wines, liquors and beers.....	12,703 19	.45
Household goods, furniture, and emigrant outfits.....	17,565 00	.63
MERCHANDISE	862,947 30	12.88
Total tonnage.....	2,817,488 82	100.00

The "Commodity" sub-division of Freight Traffic Movement was not kept after close of year 1888 so, in compiling opposite page, the figures for the six months of 1889 are estimated.

DESCRIPTION OF EQUIPMENT.

ITEM	Number Added During Year	Total Number at end of Year	EQUIPPED WITH TRAIN BRAKE		CARS FITTED WITH AUTOMATIC COUPLER			
			Number	Kind	Number	Kind		
Locomotives—								
Passenger	38	583	} All	Westinghouse Automatic	.....	.....
Freight	10	124			.....	.....
Switching . . . . .					.....	.....
Total . . . . .	.....	707					
Cars in Passenger Service—								
First-class passenger cars	22	366	} All	Westinghouse Automatic	{ 318	Miller Janney		
Second-class passenger cars							{ 53	Miller Janney
Combination passenger cars . . . . .									{ 3	Miller Janney
Emigrant cars	{ 4	Miller Janney						
Dining cars			{ 105	Miller Janney				
Parlor cars					{ 24	Miller Janney		
Sleeping cars	{ 5	Miller Janney						
Baggage, express and postal cars			{ 3	Miller Janney				
Other cars in passenger service					510	.....	
Total	1,448	Westinghouse						
Cars in Freight Service—			15,573	.....			
Box cars					3,416	.....	
Flat cars . . . . .	.....	.....				

Stock cars .....	.....	4,099	776	Westinghouse	{ 325	Janney
Coal cars.....	.....	2,383	150	"	{ 15	Heines
Tank cars.....	.....	.....	.....	.....	{ 45	Janney
Refrigerator cars.....	80	258	.....	.....	{ 25	Heines
(Other cars .....	.....	.....	.....	.....	.....	.....
Total.....	.....	25,729	.....	.....	.....	.....
Cars in Company's Service—						
Gravel cars .....	.....	.....	.....	.....	.....	.....
Derrick cars	1	11	.....	.....	.....	.....
Caboose cars.....	15	352	.....	.....	.....	.....
Other road cars .....	.....	.....	.....	.....	.....	.....
Total .....	.....	363	.....	.....	.....	.....
Cars contributed to fast freight line service.....	.....	.....	.....	.....	.....	.....
Total owned.....	.....	26,602	.....	.....	.....	.....
Cars loased...	.....	.....	.....	.....	.....	.....
Grand Total.....	.....	26,602	.....	.....	.....	.....

MILEAGE OF ROAD OPERATED.

LINE IN USE	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	Line Oper- ated under Trackage Rights	Total Mileage Operated	New Line Constructed during Year	RAILS	
									Iron	Steel
Miles of single track.....	834.272	760.142	3176.721	48.511	.....	39.37	4859.016	40.83		
Miles of second track.....	292.12	.....	1.44	.....	.....	.....	293.56			
Miles of third track.....	18.42	.....	.....	.....	.....	.....	18.42		2038.62	4033.916
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track, sidings, and spurs .....	.....	.....	.....	.....	.....	.....	940.91			
Total mileage operated (all tracks).....	1144.812	760.142	3178.161	48.511	.....	39.37	6111.906	40.83	2038.62	4033.916

MILEAGE BY STATES AND TERRITORIES OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS	
									Iron	Steel
Illinois.....	358.304	74.786	773.842	6.234	.....	.....	1213.166	.....	.....	.....
Iowa.....	284.358	118.626	313.334	42.277	.....	.....	758.595	.....	.....	.....
Missouri.....	.....	1.88	117.115	.....	.....	} 2.09 {	118.995	.....	.....	.....
Nebraska.....	191.61	552.14	1377.51	.....	.....		2121.26	.....	.....	.....
Kansas.....	.....	12.71	246.44	.....	.....	38 74	259.15	.....	.....	.....
Colorado.....	.....	.....	319.47	.....	.....	.....	319.47	.....	.....	.....
Wyoming.....	.....	.....	29.01	.....	.....	.....	29.01	.....	.....	.....
Total mileage operated (single track).....	834.272	760.142	3176.721	48.511	.....	40.83	4819.646	.....	2038.62	3721.936

MILEAGE BY STATES AND TERRITORIES OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS	
									Iron	Steel
Illinois	358.304	74.786	. . . . .	. . . . .	. . . . .	. . . . .	433.09	. . . . .	. . . . .	. . . . .
Iowa	284.358	118.626	. . . . .	. . . . .	. . . . .	. . . . .	402.984	. . . . .	. . . . .	. . . . .
Missouri . . . . .	. . . . .	1.88	. . . . .	. . . . .	. . . . .	. . . . .	1.88	. . . . .	. . . . .	. . . . .
Nebraska	19.161	552.14	. . . . .	. . . . .	. . . . .	. . . . .	743.75	. . . . .	. . . . .	. . . . .
Kansas . . . . .	. . . . .	12.71	. . . . .	. . . . .	. . . . .	. . . . .	12.71	. . . . .	. . . . .	. . . . .
Total mileage owned (single track)	834.272	760.142	. . . . .	. . . . .	. . . . .	. . . . .	1594.414	. . . . .	. . . . .	. . . . .

RENEWAL OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

	Tons	Weight per yard	Av. Price per ton at Distributing Point
Iron	496 1175-2240	48	\$22.25
Steel.....	1781 878-2240	56	*
Steel.....	6703 2158-2240	66	. . . . .
Total Steel.....	8485 796-2240	..	. . . . .

*There is no common distributing point and at the various division distributing points prices vary from \$31.75 to \$48.50 per ton.

NEW TIES LAID DURING YEAR.

Oak	1,009,856
Cedar.....	818,620
Total	1,822,976

There is no common distributing point and at the various division distributing points prices vary, for oak ties from 40c to 54c apiece; for cedar ties from 31c to 47c. apiece

CONSUMPTION OF FUEL BY LOCOMOTIVES.

	COAL—TONS		WOOD—CORDS		Total Fuel Consumed Tons	Miles Run with Trains	Average Pounds Consumed
	Anthracite	Bituminous	Hard	Soft			
Construction
*Total.....	1,022,125 50	17,339 5/8	.....	.....	.....	.....
Av. cost at distributing point west of Missouri river.....	\$2 57	\$2 00	.....	.....	.....	.....

*No record kept showing division of service.

CHARACTERISTICS OF ROAD.

Bridges—

Number Iron, 182.

Number Wooden, 250.

Number Combination, 4.

Trestles—

Number, 4,820.

Aggregate length, 87.052 miles.

Gauge of track, 4 feet, 8½ inches.

Telegraph—

Owned by this company, 4,922 miles of line.

Owned by this company, 9,806 miles of wire.

All operated by this company for company business.

All operated by Western Union for commercial business.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By sinking funds.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. Chicago, Union Depot, Pennsylvania Company; Council Bluffs, various buildings, Kansas City, St. Joe & Council Bluffs railway; Council Bluffs, depot, Union Pacific railroad; East St. Louis, passenger depot, East St. Louis Relay Depot Company; Galena Junction, engine house, Chicago & Northwestern railway; Geneva, station facilities, Chicago & Northwestern railway; Hannibal, freight depot, Hannibal & St. Joe railroad; Hannibal, passenger depot, Hannibal Union Depot Company; Hannibal, engine house, etc., Hannibal & St. Joe railroad; Louisiana, station

facilities, Chicago & Alton railroad; Rock Island, station grounds, city of Rock Island; St. Louis, union passenger depot, St. Louis Union Passenger Depot Company; St. Joseph, union passenger depot, St. Joseph Union Depot Company; St. Joseph, freight house, Kansas City, St. Joseph & Council Bluffs railroad; St. Joseph, passenger depot, Kansas City, St. Joseph & Council Bluffs railway; Shabbona, depot, Chicago & Iowa railroad; Atchison, union depot, Atchison Union Depot Company; Denver, union depot, Denver Union Depot Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Western Freight Association, Western Classification Committee, Western States Passenger Association, Inter-state Railroad Association, St. Louis Traffic Association, Joint Rate Committee, Southwestern Statistical Bureau, Transcontinental Association, Trans-Missouri Association.

STATE OF ILLINOIS,)
COUNTY OF COOK. } ss.

WE, THE UNDERSIGNED, James C. Peasley, vice-president, and Jno. L. Lathrop, general auditor, of the Chicago, Burlington & Quincy Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing embrace

all of the financial operations of said company during the period for which said return is made.

J. C. PEASLEY,
Vice-President.

JNO. L. LATHROP,
General Auditor.

Subscribed and sworn to before me this 26th day of October, 1889.

[SEAL]

H. W. WEISS,
Notary Public.

REPORT
OF
THE MISSOURI PACIFIC RAILWAY COMPANY,
OSAGE DIVISION AND BRANCH LINES.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? The Missouri Pacific Railway Company.

Date of organization? By articles of agreement and consolidation filed in office of Secretary of State of Missouri, August 12, 1880, and in office of Secretary of State of Kansas, October 8, 1880.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under the general railroad laws of the states of Missouri, Kansas and Nebraska. Revised statutes of Missouri, 1879, chapter 21, article 2, sections 789-790; compiled laws of Kansas, 1879, (Dassler's edition), chapter 84, article 2, section 4932; compiled statutes of Nebraska, 1881, (Brown's edition), chapter 16, section 114.

If a consolidated company name constituent companies? Give reference to charters of each and all amendments to same. Articles of agreement and consolidation between the following named companies, filed as stated in answer to question 2, viz: First Consolidation—Missouri Pacific Railway Company, organized under the general railroad

law of Missouri, October 21, 1876; St. Louis & Lexington Railroad Company, organized under general railroad law of Missouri, December 20, 1877; Kansas City & Eastern Railway Company, organized under general railroad law of Missouri, January 24, 1878; Lexington & Southern Railway Company, organized under general railroad law of Missouri, December 12, 1879; St. Louis, Kansas & Arizona Railway Company, organized under general railroad law of Kansas, January 16, 1879; Kansas City, Leavenworth & Atchison Railway Company, organized July 30, 1880, by consolidation of Missouri River Railroad Company and Leavenworth, Atchison & Northwestern Railroad Company. (Missouri River Railroad Company organized under general railroad laws of Kansas, February 20, 1865. Leavenworth, Atchison & Northwestern Railroad Company, organized under the general railroad law of Kansas, March 25, 1868.) Second Consolidation—Articles of agreement and consolidation between the Missouri Pacific Railway Company and the Missouri Pacific Railway Company of Kansas, (organized under the general railroad law of Kansas, June 14, 1881,) filed in the office of the Secretary of State of Kansas, December 30, 1881. Third Consolidation—Articles of agreement and consolidation between the Missouri Pacific Railway Company and the Missouri Pacific Railway Company of Nebraska, (organized under the general railroad law of Nebraska, June 8, 1881,) filed in the office of the Secretary of State of Nebraska, February 14, 1882. Amendment to said articles of consolidation filed in said office September, 4, 1888. Consolidations by Purchase—Conveyance to the Missouri Pacific Railway Company, by deed dated September 12, 1883, of the railroad owned by the Jefferson City, Lebanon & Southwestern Railroad Company (organized under the general railroad law of Missouri, January 24, 1871.) Conveyance to the

Missouri Pacific Railway Company, by deed dated September 12, 1883, of the railroad owned by the Carthage, Joplin & Short Creek Railroad Company (organized under the general railroad law of Missouri, September 6, 1881). Conveyance to the Missouri Pacific Railway Company, by deed dated September 12, 1883, of the railroad owned by the Laclede & Creve Coeur Lake Railroad Company (organized under the general railroad law of Missouri, September 27, 1880.) Leased Lines—Lease of the Verdigris Valley, Independence & Western Railroad Company to the Missouri Pacific Railway Company, of all its railway, property, rights and franchises, dated September 27, 1886, for a term of forty years from date. Lease of Le Roy & Caney Valley Air Line Railroad Company to the Missouri Pacific Railway Company of all its railway, property, rights and franchises, dated October 31, 1886, for a term of forty years from date.

Date and authority for each consolidation? First consolidation August 12 and October 8, 1880, by authority of the provisions of the general railroad laws of Kansas and Missouri, cited in answer to question three. Second consolidation, December 30, 1881, by authority of the provisions of the general railroad laws of Kansas and Missouri, cited in answer to question three. Third consolidation February 14, 1882, by authority of the provisions of the general railroad laws of Kansas and Nebraska, cited in answer to question three. Consolidation by purchase September 12, 1883, by authority of the provisions of the general railroad laws of Missouri, revised statutes of Missouri, 1879, section 790.

If a reorganized company give name of original corporation and refer to laws under which it was reorganized? Pacific railroad was the name of the original corporation, incorporated by act of the legislature of the state of Missouri, approved March 12, 1849, entitled "An act to incorporate

the Pacific Railroad." There were four subsequent amendments to this charter, as follows, viz: 1. "An act to amend the act entitled 'An act to incorporate the Pacific Railroad,' approved March 1, 1851." 2. "An act supplementary to the act entitled 'An act to amend the act entitled 'An act to incorporate the Pacific Railroad,' approved February 24, 1853. 3. "An act entitled 'An act to expedite the construction of the Pacific Railroad and the Hannibal & St. Joseph Railroad,' approved February 22, 1851." 4. "An act for the sale of the Pacific Railroad and to foreclose the state's lien thereon and to amend the charter thereof by giving the state right to fix rates after ten years, approved March 31, 1868." The Pacific Railroad was sold under foreclosure proceedings in 1876, in the suit of Geo. E. Ketchum et al. vs. Pacific Railroad et al., in the United States Circuit Court for the Eastern District of Missouri. The purchasers of the road organized a corporation, under the general railroad law of Missouri, by articles of association filed with the Secretary of State of Missouri, October 21, 1876. The corporate name of this organization was Missouri Pacific Railway Company. This company was one of the constituent companies in the consolidation of August 12, 1880, forming the present organization, The Missouri Pacific Railway Company.

DIRECTORS.

Jay Gould, 195 Broadway, New York City, 2d Tuesday in March, 1890.

John P. Munn, New York City, New York, 2d Tuesday in March, 1890.

A. L. Hopkins, 159 Broadway, New York City, 2d Tuesday in March, 1890.

Russel Sage, 71 Broadway, New York City, 2d Tuesday in March, 1890.

E. K. Sibley, New York City, New York, 2d Tuesday in March, 1890.

C. S. Greeley, St. Louis, Mo., 2d Tuesday in March 1890.

Sidney Dillon, 195 Broadway, New York City, 2d Tuesday in March, 1890.

T. T. Eckert, 195 Broadway, New York City, 2d Tuesday in March, 1890.

Geo. J. Forest, 58 West 23d St., New York City, 2d Tuesday in March, 1890.

Samuel Sloan, 26 Exchange Place, New York City, 2d Tuesday in March, 1890.

H. G. Marquand, 160 Broadway, New York City, 2d Tuesday in March, 1890.

Geo. J. Gould, 195 Broadway, New York City, 2d Tuesday in March, 1890.

S. H. H. Clark, 6th and Locust Sts., St. Louis, Mo., 2d Tuesday in March, 1890.

Total number of stockholders at date of last election? 1439.

Date of last meeting of stockholders for election of directors? March 12, 1889.

Give postoffice address of general office? St. Louis, Mo., and New York City (financial).

Give postoffice address of operating office? St. Louis, Mo.

OFFICERS.

President—Jay Gould, 195 Broadway, New York.

First Vice-President and General Manager—S. H. H. Clark, 6th and Locust Sts., St. Louis, Mo.

Second Vice-President—Geo. J. Gould, 195 Broadway, New York.

Secretary and Treasurer—A. H. Calef, 195 Broadway, New York.

General Auditor—C. G. Warner, 7th and Poplar Sts., St. Louis, Mo.

Local Treasurer—D. S. H. Smith, 6th and Locust Sts., St. Louis, Mo.

Assistant to First Vice-President—Geo. C. Smith, 6th and Locust Sts., St. Louis, Mo.

Second Assistant Secretary—Guy Phillips, 195 Broadway, New York.

General Counsel—Dillon & Swayne, New York City.

General Solicitor—Alex. G. Cochran, St. Louis, Mo.

General Attorney for Missouri—T. J. Portis, St. Louis, Mo.

General Attorney for Kansas and Nebraska—B. P. Wagoner, Atchison, Kas.

General Attorney for lines under supervision of R. Harding, Supt.—J. H. Richards, Fort Scott, Kas.

General Attorney, Pueblo & State Line Railroad—J. M. Waldron, Pueblo, Col.

Freight Traffic Manager—J. S. Leeds, St. Louis, Mo.

Assistant General Freight Agent—W. C. Stith, St. Louis, Mo.

General Passenger and Ticket Agent—H. C. Townsend, St. Louis, Mo.

General Superintendent—A. W. Dickinson, St. Louis, Mo.

General Claim Agent—W. E. Jones, St. Louis, Mo.

Chief Engineer—James W. Way, St. Louis, Mo.

Superintendent—H. G. Clark, Sedalia, Mo.

Superintendent—C. M. Rathburn, Atchison, Kas.

Superintendent—S. F. Shankland, Osawatomie, Kas.

Superintendent—R. Harding, Wichita, Kas.

Acting Superintendent St. Louis Terminals—Frank Stilwell, St. Louis, Mo.

Superintendent Kansas City Terminals—J. W. Dalby, Kansas City, Mo.

Assistant Superintendent Portal to Omaha—Harry Gilmore, Omaha, Neb.

Superintendent Car Service—C. W. Hegnembourg, St. Louis, Mo.

Tax Commissioner—S. L. Highleyman, St. Louis, Mo.

Superintendent of Telegraph—C. W. Hammond, St. Louis, Mo.

Assistant Superintendent of Telegraph—L. F. Sheldon, Sedalia, Mo.

General Baggage Agent—J. C. Nicholas, St. Louis, Mo.

Superintendent Bridges and Buildings—R. M. Peck, Pacific, Mo.

Master Mechanic—L. Bartlett, St. Louis, Mo.

Master Mechanic—J. T. Jones, Ft. Scott, Kas.

Master Mechanic—C. W. Weller, Atchison, Kas.

Division Superintendent—O. A. Derby, Pueblo, Col.

Division Superintendent—E. E. Calvin, Concordia, Kas.

Division Superintendent—L. D. Hopkins, St. Louis, Mo.

Division Superintendent—Edward Harding, Nevada, Mo.

Division Superintendent—Mead Stilwell, Sedalia, Mo.

Division Superintendent—J. A. Edson, Atchison, Kas.

Division Superintendent—T. F. Dunaway, Osawatomie, Kas.

Division Superintendent—Wm. Speer, Winfield, Kas.

Division Superintendent—A. H. Webb, Wichita, Kas.

Commercial Freight Agent—J. C. Lincoln, Atchison, Kas.

General Western Freight and Passenger Agent—P. J. Flynn, Denver, Col.

Assistant General Freight Agent—C. V. Lewis, Kansas City, Mo.

Wood, Tie and Timber Agent—D. M. Lewis, St. Louis, Mo.

Freight Claim Agent—J. S. Tustin, St. Louis, Mo.

Purchasing Agent—Abram Gould, St. Louis, Mo.

Pay Master—J. W. King, St. Louis, Mo.

Stationery Agent—Geo. Snodgrass, St. Louis, Mo.

Chief Surgeon—W. B. Outten, St. Louis, Mo.

Fuel Agent—R. M. McDowell, St. Louis, Mo.

Inspector of Transfer Bonds—W. H. Grapevine, Carondelet, Mo.

Executive Committee—

Jay Gould, New York City.

Geo. J. Gould, New York City.

Russel Sage, New York City.

Sidney Dillon, New York City.

Thomas T. Eckert, New York City.

Samuel Sloan, New York City.

H. G. Marquand, New York City.

A. L. Hopkins, New York City.

PROPERTY OPERATED.**MAIN LINE OWNED—**

	Miles.	Miles.
The Missouri Pacific Railway, from St. Louis, Mo., to Atchison, Kas.....	330	
From Central Branch Junction, Kas., to Omaha, Neb.....	164	
From 9th and Poplar Sts., St. Louis, Mo., to Levee, St. Louis, Mo.....	1	495

BRANCH LINE OWNED—

Laclede & Creve Coeur Lake Branch, from Laclede, Mo., to Creve Coeur Lake, Mo.	12	
Carondelet Branch, from Kirkwood, Mo., to Levee Carondelet, Mo.....	13	
Glencoe Branch, from Glencoe, Mo., to Lime Kilns, Mo	4	
Lebanon Branch, from Jefferson City, Mo., to Bagnell, Mo.....	45	
Jefferson City, Boonville & Lexington Branch, from Myrick, Mo., to Boonville, Mo.....	79	
Lexington Branch, from Sedalia, Mo., to Independence, Mo.....	88	

Blackwater Branch, from Warrensburg, Mo., to Stone Quarries, Mo	3	
Kansas & Arizona Division, Paola, Kas., to Le Roy Junction, Kas.....	61	
Ottawa Branch, from Osawatomie Junction, Kas., to Ottawa, Kas.....	20	
Lexington & Southern Division, from Pleasant Hill, Mo., to Joplin, Mo.....	138	
Nevada & Minden Division, from Nassau, Mo., to Chetopa, Kas.....	74	
Nebraska City Branch, from Auburn, Neb., to Weeping Water, Neb.....	43	
Crete Branch, from Talmage, Neb., to Crete, Neb.....	58	
Lincoln Branch, from Lincoln Junction, Neb., to Lincoln, Neb.....	34	
St. Louis, Oak Hill & Carondelet Railway, from Tower Grove, Mo., to Carondelet, Mo	6	673

LINE OPERATED UNDER LEASE—

Central Branch Union Pacific Railway, from Atchison, Kas., to Central Branch Junc- tion, Kas.....	2	
Osage Valley & Southern Kansas Railroad, from Boonville, Mo., to Varsailles, Mo..	44	
Osage Division Missouri, Kansas & Texas Railway, from Holden, Mo., to Paola, Kas	54	
Verdigris Valley, Independence & Western Railroad, from Le Roy, Kas., to Dear- ing Kas	81	
Le Roy & Caney Valley Air Line Railroad, from Roper, Kas., to Peru, Kas.....	52	233

LINE OF PROPRIETARY COMPANIES, all of whose Capital Stock is owned by this Company.	
Pueblo & State Line Railroad, from Colorado State Line to Pueblo, Col.....	151
Ft. Scott, Wichita & Western Railway, from Ft. Scott, Kas., to Indian Territory Line	245
From El Dorado, Kas., to McPherson, Kas.	63
From Marmaton, Kas., to Quarry, Kas....	2
Pacific Railway in Nebraska, from Warwick, Kas., to Prosser, Neb.....	73
Part of whose Capital Stock is owned by this Company—	
Kansas City & Southwestern Railway, from Cecil, Mo., to Paola, Kas.....	48
Council Grove, Osage City & Ottawa Railway, from Ottawa, Kas., to Council Grove, Kas	70
Topeka, Salina & Western Railway, from Council Grove, Kas., to Salina, Kas....	71
Council Grove, Smoky Valley & Western Railway, from Gypsum City, Kas., to Marquette, Kas.....	27
Kansas & Colorado Railroad, from Salina, Kas., to Ness County Line, Kas	126
From Hoisington, Kas., to Great Bend, Kas	10
Denver, Memphis & Atlantic Railway, from Chetopa, Kas., to Larned, Kas.....	272
From Ness County Line, Kas., to Colorado State Line.....	139
St. Louis & Emporia and Interstate Railroads, from Montieth, Mo., to V. V. I. & W. Junction, Kas.....	74

From K. & A. Junction, Kas., to Madison, Kas	27	
Kansas, Nebraska & Dakota Railway, from Ft. Scott, Kas., to Topeka, Kas.....	180	
Wichita & Colorado Railway, from West Wichita, Kas., to Hutchinson, Kas.....	47	
Salina, Sterling & El Paso Railroad, from Hutchinson, Kas., to Geneseo, Kas.....	40	
Kanapolis & Kansas Central Railway, from Geneseo, Kas., to Kanapolis, Kas.....	14	
Grouse Creek Railway, from Dexter, Kas., to Arkansas City, Kas.....	25	
Kansas Southwestern Railway, from Alcott, Kas., to Iuka, Kas.....	25	
Rooks County Railroad, from Alton, Kas., to Stockton, Kas.....	18	1,697
<hr/>		
LINE OPERATED UNDER TRACKAGE RIGHTS—		
Hannibal & St. Joseph Railroad, from Win- throp, Mo., to St. Joseph, Mo.	21	21
<hr/>		
Total Mileage Operated.....		*8,119

*For purposes of operating, even miles only are used.

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES,
THE PROFIT OR LOSS ONLY FROM WHICH IS INCLUDED
IN THE GENERAL BALANCE SHEET.

- Waterloo & Carondelet Turnpike and Ferry Company, ferry
and transfer, owned, across Mississippi river at Caronde-
let, Mo.
- Missouri Pacific Elevator, grain elevator, owned, Carondelet,
Mo.
- Kansas Central Elevator, grain elevator, owned, Leaven-
worth, Kas.

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Amount Issued and Outstanding	MARKET PRICE OF SHARES		DIVIDENDS DECLARED DURING YEAR	
				June 30, 1889.	Av. for Year	Rate	Amount
Capital Stock—							
Common.....	\$100 00	\$45,000,000 00	\$43,974,850 00			1%	\$439,748 50
.....						1%	439,748 50
.....						1%	439,748 50
.....						1%	439,748 50
Total		\$45,000,000 00	\$43,974,850 00			4%	\$1,758,894 00
GIVE PARTICULARS AND EXPLANATIONS							
MANNER OF CAPITAL	Number of Shares	Total Cash Realized					
Issued for Cash							
Common	274,597 ¾	\$27,459,775 00					
Preferred							
Issued for Cash							
Common							
Preferred							
Issued for Cash							
Common							
Preferred							
Issued for Cash							
St. Louis & South Exchange	165,150 ¾	16,515,075 00					
Total.	439,748 1½	\$43,974,850 00					

FUNDED DEBT.
COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					¢ + ¢	When Payable	Amt. Accrued During Year	Amt. Paid During Year
Pacific R. R. of Mo., First Mortgage ..	Aug. 1, 1868	Aug. 1, 1888	\$7,000,000.00	\$7,000,000.00	\$7,000,000.00	\$7,000,000.00		Feb. and Aug.	\$291,666 67 *	\$351,390 00
Pacific R. R. of Mo. Second Mortgage ..	July 1, 1871	July 1, 1891	3,000,000.00	2,573,000.00	2,573,000.00	2,573,000.00	7	Jan. and July	180,110 00	180,810 00
Pacific R. R. of Mo., St. L. R. Est.	May 1, 1872	May 1, 1892	800,000.00	800,000.00	800,000.00	800,000.00	8	May and Nov.	64,000 00	63,640 00
Pacific R. R. of Mo., Carondelet Br.	Oct. 1, 1873	Oct. 1, 1893	500,000.00	245,000.00	245,000.00	245,000.00	6	Apr. and Oct.	14,700 00	16,245 00
Mo. Pacific R'y, third Mortgage	Nov. 1, 1876	Nov. 1, 1906	4,500,000.00	3,828,000.00	3,828,000.00	3,828,000.00	7	May and Nov.	267,960 00	268,520 00
Leav., Atch. & N. W. R. R., First Mtg. ..	Oct. 1, 1870	Oct. 1, 1889	500,000.00	190,000.00	190,000.00	190,000.00	7	Apr. and Oct.	13,300 00	13,160 00
Mo. Pacific R'y, Lex. Division	Oct 1, 1880	Aug. 1, 1920	650,000.00	650,000.00	650,000.00	650,000.00	5	Feb. and Aug.	32,500 00	32,500 00
Mo. Pacific R'y, Consolidated	Nov. 1, 1880	Nov. 1, 1920	30,000,000.00	14,714,000.00	14,714,000.00	14,714,000.00	6	May and Nov.	882,840 00	825,840 00
Trust five per cent	Jan. 1, 1887.	Jan. 1, 1917	15,000,000.00	14,376,000.00	14,376,000.00	14,376,000.00	5	M'ch and Sep.	718,800 00	720,675 00
Total .....	.....	.....	\$45,000,000.00	\$44,376,000.00	\$44,376,000.00	\$44,376,000.00	.....	.....	\$2,465,876 67	\$2,472,780 00

* Interest accrued till maturity, August 1, 1888, @ 6 per cent. Extended for 50 years, from August 1, 1888, @ 4 per cent.

RECAPITULATION OF FUNDED DEBT.

ACCOUNT	Amount outstanding	INTEREST	
		Amount Accrued During Year	Amount Paid During Year
Bonds	876,000 00	\$2,465,876 67	\$2,472,780 00
Car Trust Obligations .....	.....	.....	.....
Receiver's Certificates .....	.....	.....	.....
	\$44,876,000 00	\$2,465,876 67	\$2,472,780 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$384,737 19
Bills Receivable.....	821,480 32
Due from Agents.....	310,173 12
Net Traffic Balances due from other companies..	
Due from solvent companies and individuals.....	7,583,493 62
Other Cash Assets*	
United States account Transportation, Passengers, Freight and Mail	208,851 45
Balance—Current Liabilities.....	3,454,331 87
Total.....	<u>\$12,263,017 57</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

Loans and Bills Payable	\$538,537 13
Audited Vouchers and Accounts	1,468,805 20
Wages and Salaries	865,147 30
Net Traffic Balances due to other companies.....	159,418 39
Dividends not called for.....	
Matured Interest Coupons unpaid.....	88,802 50
Coupons due July 1)	90,055 00
Rentals due July 1.....	
Miscellaneous	9,052,252 05
Balance, Cash Assets.....	
Total	<u>\$12,263,017 57</u>

*Materials and Supplies on hand, \$721,560.56. [See General Balance.]

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	TOTAL AMOUNT OUTSTANDING	APPROPRIATION		Explanatory Remarks		
		To Railroads				
	43,974,850 00	\$27,459,775 00	* \$16,515,075 00	1,168	\$23,510 08	*Capital stock issued in ex. for St. Louis, Iron Mountain, and South'n Ry. Capital stock covering 1,208 miles.
	44,376,000 00	30,000,000 00	† 14,376,000 00	1,168	25,684 93	†Five per cent. Trust Bonds issued on other 1st Mortgage Bonds of lines covering 1,120 miles.
Car Trust Vouchers						
Receiver's Certifs.						
Total.....	\$88,350,850 00	\$57,459,775 00	\$30,891,075 00	1,168	\$49,195 01	

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD	CAPITAL STOCK	FUNDED DEBT	TOTAL	AMOUNT PER MILE OF ROAD	
				Miles	Amount
Kansas City & South Western Ry.....	\$483,000 00	\$ 957,000 00	\$1,440,000 00	48	\$30,000 00
Council Grove, Osage City & Ottawa Ry.....	1,250,000 00	1,110,000 00	2,360,000 00	70	33,714 28
Topeka, Salina & Western R. R.	1,619,100 00	1,573,000 00	3,192,100 00	71	44,959 15
Council Grove, Smoky Valley & Western Ry	998,000 00	417,000 00	1,415,000 00	27	52,407 40
Kansas & Colorado Railroad.....	1,896,200 00	2,041,000 00	3,937,200 00	136	28,950 00
Denver, Memphis & Atlantic Ry	6,561,000 00	6,561,000 00	13,122,000 00	411	31,927 00
Pueblo & State Line R. R.....	1,550,000 00	2,270,000 00	3,820,000 00	151	25,298 01
St. Louis & Emporia R. R.	695,900 00	None	695,900 00	54	12,887 04
Interstate Railroad	378,400 00	None	378,400 00	47	8,051 06
Kansas, Nebraska & Dakota Ry.....	1,950,500 00	2,055,000 00	4,005,500 00	130	30,811 54
Ft. Scott, Wichita & Western Ry.....	7,000,000 00	5,668,000 00	12,668,000 00	310	40,858 06
Wichita & Colorado Railway	517,000 00	705,000 00	1,222,000 00	47	26,000 00
Salina, Sterling & El Paso R. R.	592,500 00	600,000 00	1,192,500 00	40	29,812 50
Central Ry.	300,000 00	225,000 00	525,000 00	14	37,500 00
Kansas Southwestern Railway	501,400 00	576,000 00	877,400 00	25	35,096 00
Pacific Railway in Nebraska	397,440 00	372,000 00	769,440 00	25	30,777 60
Central Branch Union Pacific Ry.....	1,095,800 00	1,095,000 00	2,190,800 00	73	30,010 96
Osage Branch Missouri Kansas & Texas Ry.....	500,000 00	275,000 00	775,000 00	18	43,055 55
.....	.....	.....	.....	2	.....
.....	.....	.....	.....	54	.....
.....	804,900 00	806,000 00	1,710,000 00	81	19,887 65
.....	480,000 00	520,000 00	1,000,000 00	52	19,230 77
.....	.....	.....	.....	44	.....
GRAND TOTAL.....					

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM	EXPENDITURES DURING THE YEAR				Credits, Property and Materials Sold	Differences or Net Addi- tions to Prop- erty, etc.
	Included in Operating Expenses	Not Included in Operating Expenses	Total Expenditures			
CONSTRUCTION—						
Right of Way.....				\$26,522 48		
Other Real Estate.....				217 00		
Fences.....	\$24,347 15			280 45		
Grading and Bridge and Culvert Masonry.....	26,415 91			9,239 43		
Bridges and Trestles.....	30,656 94					
Rails.....				5,808 50		
	7,555 51			3,196 04		
	24,466 68			2,712 17		
	12,184 89			2,578 81		
Instruction.....				688 29		
	11,443 20					
	39,556 93					
	294 19					
Other items.....	92,841 59					
Total Construction.....	829,534 81			51,042 72		\$51,042 72
EQUIPMENT—						
Locomotives.....		\$96,763 37				
		14,240 33				
and Dining Cars.....						
and Postal Cars.....						
Classes.....		68,306 68				
Classes.....		631 00				
Total Equipment.....		\$177,940 33				177,940 33
Grand Total Construction and Equipment.....	829,534 81					\$126,987 61

COST OF ROAD AND EQUIPMENT.

Total Cost to June 30, 1889.....	\$46,593,632 96
Total Cost per Mile	39,891 81

INCOME ACCOUNT.

Gross Earnings from Operations ...	\$12,357,813 19	
Less Operating Expenses.....	9,256,976 79	
Income from Operations....		\$3,100,836 40
Interest on Bonds owned.....	88,150 00	
Dividends on Stocks owned.....	455,175 00	
Rentals of Tracks, Yards and Termi- nals.....	153,315 72	
Miscellaneous Income—less Expense	189,526 88	
Income from Other Sources....		886,167 60
Total Income.....		3,987,004 00

DEDUCTIONS FROM INCOME—

Interest on Funded Debt Ac- crued	2,465,876 67	
Interest on interest-bearing Cur- rent Liabilities accrued, not otherwise provided for.....	218,404 33	
Rentals, including Tracks, Yards and Terminals.....	152,407 04	
Taxes	535,102 69	
Discount and Premium.....	281,862 50	
Total Deductions from Income		3,653,153 23
Net Income		333,850 77
Dividends, 4 per cent, Common Stock.....	1,758,994 00	
Commission on 1st Mortgage Bonds Pacific Railroad of Missouri ex- tended for 50 years.....	237,820 00	
Total		1,996,814 00

Deficit from Operations of year ending June 30, 1889.....	1,662,963 23
Surplus on June 30, 1888.....	5,329,565,68
Surplus on June 30, 1889.....	3,666,602 45

EARNINGS FROM OPERATION.

	Total Receipts	Deductions	Actual Earnings
PASSENGER—			
Passenger Revenue	\$2,826,191 11		
Tickets Redeemed.		5,452 16	
Excess Fares refunded		6,904 14	
Other repayments.		5,367 19	
Total Deductions		18,723 49	
Total Passenger Revenue.....			\$2,807,467 62
Mail.....			485,534 87
Express			269,505 12
Total Passenger Earnings.....			\$3,512,507 61
FREIGHT—			
Freight Revenue..	8,319,269 74		
Overcharge to shippers.....		418,086 81	
Total Deductions		418,086 81	
Total Freight Revenue			7,901,182 93
Total Freight Earnings.....			7,901,182 93
Total Passenger and Freight Earnings			\$11,413,690 54

	Total Receipts	Deductions	Actual Earnings
OTHER EARNINGS FROM			
OPERATION—			
Car Mileage—Credit			
Balances.....			604,940 40
Switching charges			
—Receipts.....			226,829 84
Rentals not other-			
wise provided for			30,342 19
Other sources.....			82,510 22
Total Other Earn-			
ings.....			944,122 65
Total Gross Earn-			
ings from Opera-			
tion.....			\$12,357,813 19

BONDS OWNED.

	Total Amount Held	Income or Interest Received
First Mortgage Bonds, Pueblo & State		
Line Railroad	\$2,270,000.00	
Wichita & Colorado Railway....	705,000.00	
Ft. Scott, Wichita & Western		
Railway.....	4,656,0 0.00	
Denver, Memphis & Atlantic		
Railway.....	6,561,000.00	
Kansas & Colorado Railroad	2,041,000.00	
Salina, Sterling & El Paso Rail-		
road.....	600,000.00	
Kansas Southwestern Railway..	372,000.00	
Pacific Railroad of Missouri, Car-		
ondelet Branch.....	15,000.00	\$2,250.00
Cape Girardeau Southwestern		
Railway.....	7,500.00	450.00

	Total Amount Held	Income or Interest Received
Boonville, St. Louis & Southern Railway.....	15,000.00	900.00
Iron Mountain Railroad of Mem- phis.....	500,000.00	
Southwestern Lead and Zinc Company	50,000.00	
Sedalia, Warsaw & Southern Railway.....	241,000.00	
Rooks County Railroad.....	275,000.00	
St. Louis, Oak Hill & Carondelet Railroad.....	400,000.00	
Council Grove, Osage City & Ottawa Railway	1,110,000.00	
Missouri Pacific Railway in Kan- sas	300,000.00	
Kansas, Nebraska & Dakota Railway	2,055,000.00	
Kanapolis & Kansas Central Railway.....	225,000.00	
Pacific Railway in Nebraska....	1,095,000.00	
Council Grove, Smoky Valley & Western Railway	417,000.00	
Kansas City & Southwestern Railway.....	550,000.00	
Kansas City & Southwestern Railway of Missouri.. ..	407,000.00	
Grouse Creek Railway	876,000.00	
Topeka, Salina & Western Rail- road.....	1,273,000.00	
Second Mortgage Bonds, Ft. Scott, Wichita & Western Railway..	1,000,000.00	
Atchison Union Depot Company.	4,500.00	

	Total Amount Held	Income or Interest Received
Land Grant and Sinking Fund Bonds, N. O. Pacific Railway.	259,000.00	
General Consolidated Railway and Land Grant Mortgage Bonds, St. Louis, Iron Mountain & Southern Railway	1,900,000.00	84,550.00
Total.....	\$29,690,000.00	\$88,150.00

STOCKS OWNED.

	Total par Value	Income or Dividend Received
Capital Stock, St. Joseph Union Depot Company..... \$	1,000.00	
Kansas City Union Depot Com- pany	21,000.00	\$20,000.00
Atchison Union Depot Company.	9,000.00	
Atoka Coal and Mining Company	416,300.00	
Rich Hill Coal Mining Company.	305,500.00	137,475.00
The Johnson County Coal Mining Company	8,000.00	
Lexington Coal Mining Company	97,500.00	9,750.00
Osage Coal and Mining Company	500,000.00	100,000.00
Southwest Lead and Zinc Com- pany	13,900.00	
Exposition and Music Hall Asso- ciation	5,000.00	
St. Louis & Mississippi Valley Transfer Company.....	174,000.00	8,700.00
American Refrigerator Transit Company.....	166,500.00	
Kansas Central Elevator	75,000.00	
Waterloo & Carondelet Turnpike and Ferry Company.....	99,800.00	

	Total par Value	Income or Dividend Received
St. Louis, Iron Mountain & Southern Railway.....	22,033,880.00	.
M. O. I. & I. Railway.....	75,000.00	
St. Louis & Santa Fe Railway..	2,000,000.00	
Missouri Pacific Railway of Kan- sas.....	10,000.00	
Texas & Pacific Railway.....	6,525,000.00	
Kansas & Colorado Railroad....	1,550,000.00	
Salina, Sterling & El Paso Rail- road	446,500.00	
Denver, Memphis & Atlantic Railway	5,332,500.00	.
Town Companies McPherson Branch.....	3,500.00	
Pueblo & State Line Railroad....	1,555,000.00	
Barring Cross Bridge Company..	150,000.00	5,250.00
St. Louis, Salem & Little Rock Railroad.....	503,200.00	
Sedalia, Warsaw & Southern Railway.....	170,000.00	
Rooks County Railroad.....	440,000.00	
St. Louis, Oak Hill & Carondelet Railway.....	400,000.00	
Council Grove, Osage City & Ottawa Railway.....	1,131,900.00	
Missouri Pacific Railway in Kan- sas.....	301,000.00	
Kansas, Nebraska & Dakota Railway	1,608,000.00	
Kanapolis & Kansas Central Rail- way	265,000.00	
Pacific Railway in Nebraska....	1,095,000.00	

	Total par Value	Income or Dividend Received
Council Grove, Smoky Valley & Western Railway.....	900,000.00	
Ft. Scott, Wichita & Western Railway	7,000,000.00	
Omaha Belt Railway.....	800,000.00	
Verdigris Valley, Independence & Western Railroad.....	559,400.00	
Le Roy & Caney Valley Air Line Railroad	300,000.00	
Wichita & Colorado Railway....	300,000.00	
Western Coal & Mining Company	1,000,000.00	
Nevada & Minden Railway.....	674,500.00	
Nevada & Minden Railway in Kansas.....	449,500.00	
Kansas City & Southwestern Railway	246,000.00	
Kansas City & Southwestern Railway of Missouri.....	207,000.00	
Grouse Creek Railway.....	397,400.00	
Topeka, Salina & Western Rail- road	1,031,600.00	
St. Louis & Emporia Railroad...	567,300.00	
Interstate Railroad.....	320,700.00	
Austin Consolidated Coal Com- pany	100,000.00	
Pacific Express Company	2,400,000.00	174,000.00
Total	\$64,741,330.00	\$445,175.00

RENTALS RECEIVED.

For St. Louis Terminal & Carondelet Branch, from St. Louis
& San Francisco Railway, \$153,315.72.

MISCELLANEOUS INCOME.

	Gross Income	Less Expenses	Net Miscellane- ous Income
The Missouri Pacific Elevator Company			\$21,870.26
Waterloo & Carondelet Turn- pike and Ferry Company..	\$54,588.11	\$34,988.80	19,599.31
Kansas Central Elevator			2,702.07
Sleeping Car Earnings			78,355.86
Receipts from U. S. P. O. Dep't not previously charged, pending adjustment.....			9,070.95
Miscellaneous Credits, adjust- ment of inventories, cancel- lation of vouchers, pay checks, etc.....			57,928.43
Total.....			<hr/> \$189,526.88

· OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of Roadway.....	\$633,518 71	\$774,300 65	\$1,407,819 36
Renewals of Rails	88,399 36	108,043 66	196,443 02
Renewals of Ties.....	114,309 25	139,711 30	254,020 55
Repairs of Bridges and Culverts	116,607 76	142,520 59	259,128 35
Repairs of Fences, Road-cross- ings, Signs, and Cattle Guards	58,091 05	71,000 17	129,091 22
Repairs of Buildings.	80,660 08	111,389 42	192,049 50
Repairs of Docks and Wharves	3 12	3 81	6 93
Repairs of Telegraph.....	16,133 73	19,719 01	35,852 74
Other expenses.....	9,051 08	11,062 43	20,113 51
Total.....	1,116,774 14	1,377,751 04	2,494,525 18
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of Loco- motives	180,467 45	286,695 29	467,161 74
Repairs and renewals of Pass- enger Cars.....	364,303 45	.....	364,303 45
Repairs and renewals of Freight Cars.....	.....	483,121 54	483,121 54
Shop Machinery, Tools, etc..	38,096 16	46,561 98	84,658 14
Other expenses.....	22,724 47	27,774 36	50,498 83
Total.....	605,591 53	844,152 17	1,449,743 70
CONDUCTING TRANSPORTATION—			
Wages of Enginemen, Firemen and Round-housemen.....	298,898 62	577,613 29	876,512 91
Fuel for Locomotives.....	223,605 58	570,153 18	793,758 76
Water-supply for Locomotives	40,605 37	49,628 79	90,234 16
All other supplies for Locomo- tives.....	22,874 68	42,763 28	65,637 96
Wages of other Trainmen.....	148,901 96	430,073 13	578,975 09
All other train supplies.....	16,227 79	3,521 89	19,749 68

NEBRASKA BOARD OF TRANSPORTATION.

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Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Wages of Switchmen, Flagmen, and Watchmen.....	.....	278,975 35	278,975 35
Expense of Telegraph, includ- ing Train Dispatchers and Operators.....	65,964 49	196,123 47	262,087 96
Wages of Station Agents, Clerks and Laborers.....	144,277 87	565,528 09	709,805 96
Station supplies.....	7,178 15	27,079 11	34,257 26
Car Mileage—Balance.....	154,829 61	213,281 23	368,110 84
Loss and Damage.....	39,580 40	88,843 37	128,423 77
Injuries to persons.....	28,083 49	56,420 96	84,504 45
Other expenses.....	90,889 55	183,559 20	274,448 75
Total.....	1,281,918 56	3,283,564 34	4,565,482 90
GENERAL EXPENSES—			
Salaries of Officers.....	57,629 15	108,395 39	166,024 54
Salaries of Clerks.....	24,770 21	30,274 71	55,044 92
General Office Expenses and Supplies.....	2,639 57	3,226 15	5,865 72
Agencies, including Salaries and Rent.....	34,404 80	57,808 54	92,213 34
Advertising.....	38,795 08	43 07	38,838 15
Commissions.....	73,841 46	.....	73,841 46
Insurance.....	16,553 90	20,232 55	36,786 45
Rentals not otherwise provided for.....	7,222 43	8,827 41	16,049 84
Legal Expenses.....	35,045 89	42,833 87	77,879 76
Stationery and Printing.....	37,903 32	43,758 23	81,661 55
Other General Expenses.....	46,358 68	56,660 60	103,019 28
Total.....	375,164 49	372,060 52	747,225 01
RECAPITULATION OF EXPENSES—			
Maintenance of Way and Struc- tures.....	1,116,774 14	1,377,751 04	2,494,525 18
Maintenance of Equipment....	605,591 53	844,152 17	1,449,743 70
Conducting Transportation....	1,281,918 56	3,283,564 34	4,565,482 90
General Expenses.....	375,164 49	372,060 52	747,225 01
Grand Total.....	3,379,448 72	5,877,528 07	9,256,976 79
Percentage of Operating Ex- penses to Earnings.....	27 35	47 56	74 91

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

	Interest on Bonds Guaranteed.	Cash
Boonville, St. Louis & So. R'y.....		\$25,000 00
Hannibal & St. Joseph R. R.		13,500 00
Osage Division, M. K. & T. R'y.....		50,000 00
Central Branch, U. P. R. R.....		7,382 04
LeRoy & Caney Valley Air Line R. R.....	25,975 00	25,975 00
Verdigris Valley, Ind. & Western R. R.....	40,550 00	40,550 00
Total Rentals.....		<u>\$152,407 04</u>

GENERAL BALANCE SHEET.

Cost of Road—cost of Equip- ment.....		\$46,593,632 96
Bonds of other companies owned	23,068,638 55	
Stocks of other companies owned	23,982,701 19	
		<u>47,061,339 74</u>
Missouri Pacific Elevator.....	410,610 52	
Purchase of interest in Pullman Palace Cars.....	619,187 27	
		<u>1,029,797 79</u>
Lands owned.....		800,502 17
Materials and Supplies.....		721,560 56
Total.....		\$96,206,833 22
Capital Stock		48,974,850 00
Funded Debt.....		44,376,000 00

Current Liabilities.....	8,454,831 87
Accrued Interest on Funded Debt not yet payable.....	666,329 97
Less Coupons due July 1, 1889,	<u>90,055 00</u>
	599,274 99
Other Liabilities:	
Sundries.....	155,773 91
Profit and Loss.....	3,666,602 55
Total.....	96,206,833 22

CASH STATEMENT OF FINANCIAL OPERATIONS FOR
THE YEAR.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operation.....	\$ 3,100,836 40
From Other Sources.....	886,167 60
Total.....	\$3,987,004 00

INCREASE IN LIABILITIES:

Increase in Current Liabili- ties.. ..	<u>2,133,973 91</u>
Total.....	2,133,973 91

DECREASE IN ASSETS:

Cash Assets.....	963,945 57
Other Assets.....	246,994 59
Total.....	1,210,940 16

MISCELLANEOUS:

Sale of Securities owned....	1,000,000 00
All other Sources.....	212,204 76
Total.....	1,212,204 67
Grand Total.....	\$8,554,122 83

RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt paid.	\$2,472,780 00	
Other Interest paid.....	218,404 33	
Rentals.....	152,407 04	
Taxes.....	535,102 69	
Total....		\$3,378,694 06
Other Charges against Net Income.....	519,182 50	
Dividends.....	\$ 1,758,994 00	

BETTERMENTS TO PROPERTY:

Additional Equipment (not Charged to Operating Ex- penses.....	177,940 33	
Total		2,456,116 83

INCREASE IN ASSETS:

Cash on hand.....	\$1,588 95	
Total		1,588 95

MISCELLANEOUS:

Securities purchased.....	2,379,999 74	
Property purchased.....	327,723 25	
Total		\$2,707,722 99
Grand Total.....		<u>\$8,544,122 83</u>

IMPORTANT CHANGES DURING THE YEAR.

All Extensions of road put in operation? The Crete Branch of the Missouri Pacific Railway, extending from Talmage, Neb., to Crete, Neb., a distance of fifty-eight miles, and the Jefferson City, Boonville & Lexington Branch of the Missouri Pacific Railway, extending from Marshall, Mo., to Boonville, Mo., a distance of thirty-one miles, were constructed and opened during the year.

All leases taken or surrendered? Lease of Missouri, Kansas & Texas Railway surrendered October 31, 1888.

Securities Purchased—

	Par Value
Capital Stock, Atoka Coal and Mining Company	\$15,000.00
St. Louis, Iron Mountain & Southern Railway	2,000.00
Barring Cross Bridge Company	150,000.00
Pacific Railway in Nebraska	1,095,000.00
Council Grove, Smoky Valley & Western Railway	900,000.00
Western Coal and Mining Company	500,000.00
Kansas City & Southwestern Railway	108,000.00
Grouse Creek Railway	22,400.00
First Mortgage Bonds, Iron Mountain Railroad of Memphis	500,000.00
Sedalia, Warsaw & Southern Railroad	15,000.00
Pacific Railway in Nebraska	1,095,000.00
Kansas City & Southwestern Railway	217,000.00
Grouse Creek Railway	1,000.00
Second Mortgage Bonds, Atchison Union Depot Company	4,500.00
General Consolidated Railway and Land Grant Mortgage Bonds, St. Louis, Iron Mountain & Southern Railway	375,000.00

Property Purchased—

Additional interest in Pullman Palace Cars..	\$141,082.29
Real estate for terminal facilities, etc	186,690.96
	<hr/>
	\$327,723.25

CONTRACTS AND AGREEMENTS.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers:

Express Companies? Pacific Express Company, dated May 1, 1886, grants privilege to do a general express business. As compensation we receive a percentage of the express company's gross earnings on this company's line of road.

MAIL ROUTES AND COMPENSATION.

Route No. 28001, from St. Louis to Atchison, 36.75 miles, \$498.32 per mile; 293.42 miles, \$624.15 per mile; 283.12 miles, \$175 per mile; \$251,034.10.

Route No. 28008, from Boonville to Versailles, 44.25 miles, \$61.56 per mile; \$2,724.03.

Route No. 28033, from Independence to Sedalia, 82.22 miles, \$79.52 per mile; \$7,094.77.

Route No. 28040, from Pleasant Hill to Joplin, 133.47 miles, \$123.98 per mile; \$16,547.61.

Route No. 28047, from Jefferson City to Bagnell, 45.71 miles, \$46.17 per mile; \$2,110.43.

Route No. 28058, from Nevada to Chetopa, 77.38 miles, \$70.97 per mile; \$5,491.65.

Route No. 28059, from Marshall to Boonville, 81.40 miles, \$54.72 per mile; \$4,454.20.

Route No. 33031, from Paola to Le Roy, 58.87 miles, \$73.53 per mile; \$4,328.71.

Route No. 33033, from Osawatomie to Ottawa, 21.42 miles, \$42.75 per mile; \$915.70.

Route No. 33040, from Atchison to Omaha, 166.42 miles, \$97.47 per mile; \$16,220.95.

Route No. 33063, from Le Roy to Dearing, 81.26 miles, \$66.69 per mile; \$5,419.22.

Route No. 33067, from Ottawa to Council Grove (owned by Missouri Pacific, .55; terminal at Ottawa, .26), 81 miles, \$64.98 per mile; \$52.60.

Route No. 33078, from Sidell to Peru, 52.91 miles, \$44.46 per mile; \$2,352.87.

Route No. 34040, from Weeping Water to Lincoln, 35.11 miles, \$46.17 per mile; \$1,621.02.

Route No. 34047, from Weeping Water to Nebraska City, 24.87 miles, \$94.90 per mile; \$2,360.16.

Route No. 34048, from Nebraska City to Auburn, 22.89 miles, \$88.92 per mile; \$2,035.37.

Route No. 34059, from Talmage to Crete, 58.45 miles, \$42.75 per mile; \$2,498.73.

Route No. 28024, from Holden to Paola, 54.47 miles, \$119.70 per mile; \$6,520.05.

Route No. 33091, from Kansas City to Paola, 54.09 miles, \$146.21 per mile; \$7,908.49.

Route No. 33067, from Ottawa to Council Grove, 70.83 miles, \$64.98 per mile; \$4,583.04

Route No. 33050, from Council Grove to Salina, 72.22 miles, \$65.84 per mile; \$4,754.96.

Route No. 33095, Gypsum to Marquette, 27.51 miles, \$122.27 per mile; \$3,363.64.

Route No. 33070, from Salina to McCracken, 126.25 miles, \$91.48 per mile; \$11,549.35.

Route No. 33071, from Hoisington to Great Bend, 10.34 miles, \$42.75 per mile; \$442.03.

Route No. 33056, from Chetopia to Belle Plaine, 146.20 miles, \$68.40 per mile; \$10,000.08.

Route No. 33058, from Belle Plaine to Larned, 128.67 miles, \$60.70 per mile; \$7,810.26.

Route No. 33084, from McCracken to Towner, 141.35 miles, \$75.24 per mile; \$10,635.16.

Route No. 33036, from Towner to Pueblo, 150.76 miles, \$60.70 per mile; \$9,151.13.

Route No. 33045, from Butler to Le Roy, 79.88 miles, \$48.78 per mile; \$3,890.11.

Route No. 33090, from Le Roy to Madison, 29.98 miles, \$42.75 per mile; \$1,281.64.

Route No. 33060, from Topeka to Ft. Scott, 130.79 miles, \$42.75 per mile; \$5,591.27.

Route No. 33036, from Ft. Scott to Anthony, 214.48 miles, \$73.58 per mile; \$15,770.71.

Route No. 33046, from El Dorado to McPherson, 62.17 miles, \$42.75 per mile; \$2,657.76.

Route No. 33073, from Anthony to Kiowa, 30.43 miles, \$58.14 per mile; \$1,769.20.

Route No. 33051, from Wichita to Hutchinson, 47.26 miles, \$58.87 per mile; \$2,545.89.

Route No. 33074, from Hutchinson to Geneseo, 41.84 miles, \$62.41 per mile; \$2,611.23.

Route No. 33086, from Geneseo to Kanapolis, 14.76 miles, \$60.70 per mile; \$895.93.

Route No. 33093, from Dexter to Arkansas City, 26.26 miles, \$42.75 per mile; \$1,122.61.

Route No. 33081, from Olcott to Iuka, 20.29 miles, \$42.75 per mile; \$867.39.

Route No. 33047, from Alton to Stockton, 19.07 miles, \$59.00 per mile; \$1,125.13.

Route No. 33094, from Warwick to Prosser, 72.18 miles, \$68.40 per mile; \$4,937.11.

Total 3,096.64 miles, \$449,045.79.

Sleeping, Parlor or dining car companies? Pullman Palace Car Company furnish sleeping cars under contract of date November 1, 1886, and receive for their use, three cents per car mile run.

Freight or transportation companies or lines? American Refrigerator Transit Company, of Illinois, contract dated July 1, 1881. This company furnishes refrigerator cars

and receives a mileage compensation for their use over this company's line, and a commission from the revenue derived from shipments hauled in their cars.

Other Railroad companies? Central Branch Union Pacific Railway Company; this road was leased to the Missouri Pacific Railway Company, September 30, 1885, for twenty-five years from December 31, 1885; net earnings above expenses of operating, maintenance, renewals and taxes payable to the lessor company. Missouri, Kansas & Texas Railway Company leased to this company the Osage Division, extending from Holden, Mo., to Paola, Kas., February 16, 1880, for ten years at an annual rental of \$40,000, payable monthly. Booneville, St. Louis & Southern Railway Company, leased to this company for thirty years from July 1, 1880, at an annual rental of \$25,000. Hannibal & St. Joseph Railroad Company; the Missouri Pacific Railway Company acquired by lease dated February 16, 1880, the joint use of their track between St. Joseph and Winthrop, Mo., and terminal facilities at St. Joseph, Mo., paying therefor an annual rental of \$13,500 and proportion of cost of maintenance of track, etc. Verdigris Valley, Independence & Western Railroad Company leased to the Missouri Pacific Railway Company September 27, 1886, for a term of forty years, for a term of \$500 per mile per annum, together with taxes and expense of maintenance, etc. Le Roy & Caney Valley Air Line Railway Company leased to the Missouri Pacific Railway Company, October 31, 1886, for a term of forty years, rental \$500 per mile per annum, together with taxes maintenance, etc. St. Louis, & San Francisco Railway by agreement dated January 1, 1885, St. Louis & San Francisco Railway acquired joint use of terminal facilities at St. Louis and Carondelet for a fixed monthly rental and proportion of expense of maintenance, etc.

Telegraph companies? Western Union Telegraph Company contract to furnish battery force, instruments and all material necessary to keep telegraph line in working order for use of railway company in transmitting its business by telegraph, and with the railway company bears jointly the expense of receiving and transmitting all telegraph business along the line of its road, with the provision that additional facilities shall be furnished when increased business requires same.

SECURITY FOR FUNDED DEBT.

[AMOUNT OF MORTGAGE PER MILE OF LINE.]

Pacific Railroad of Missouri, first mortgage, August 1, 1868, St. Louis, Missouri, to western boundary State of Missouri at Kansas City, Missouri, 283 miles \$24,734.98; equipment all owned July 15, 1868.

Pacific Railroad of Missouri, second mortgage, July 1, 1871, St. Louis, Missouri, to western boundary State of Missouri at Kansas City, Missouri, 283 miles \$9,091.87; equipment all owned July 1, 1871.

Pacific Railroad of Missouri, R. est. mortgage, May 1, 1872, St. Louis.

Pacific Railroad of Missouri, Carondelet Branch, mortgage, October 1, 1873, Kirkwood, Missouri, to Mississippi River at Carondlet, Missouri, 13 miles, \$18,846.15.

Missouri Pacific Railway, third mortgage, November 1, 1876, from St. Louis, Missouri, to western boundary of State of Missouri at Kansas City, Missouri, 283 miles; equipment all owned November 1, 1876 and subsequently acquired; income mortgaged, all at date and subsequently derived; securities all owned and subsequently acquired; from Kirkwood, Missouri to Mississippi River at Carondlet, Mis-

souri, 13 miles; amount of mortgage per mile of line \$12,-932.43, together with all subsequent acquisitions.

Leavenworth, Atchison & Northwestern Railroad, first mortgage October 1, 1870, from Leavenworth, Kansas, to Atchison, Kansas, 21.155 miles, \$8,981.33.

The Missouri Pacific Railway Company, Lexington division, first mortgage, October 1, 1880, from Lexington, Missouri, to Sedalia, Missouri, 55 miles, \$11,818.18; income mortgaged, all from this property.

The Missouri Pacific Railway Company consolidated, first mortgage, November 1, 1880, from Mississippi River at St. Louis, Mo., to western boundary of State of Missouri at Kansas City, Mo., 284 miles; equipment mortgaged, all owned and subsequently acquired; income mortgaged, all at date and subsequently derived; securities mortgaged all owned and subsequently acquired. From Kirkland, Mo., to Mississippi River at Carondelet, Mo., 11.75 miles, from Sedalia, Mo., to Lexington, Mo., 55 miles, from Lexington, Mo., to Kansas City, Mo., 43 miles, from Pleasant Hill, Mo., to Carthage, Mo., 115.5 miles, from Paola, Kas., to LeRoy Junction, Kas., 61 miles, from Osawatomie Junction, Kas., to Ottawa, Kas., 20 miles, from State Line, Kansas City, to Atchison, Kas., 475 miles, from Atchison, Kas., to Papillion, Neb., 147 miles; amount of mortgage per mile of line \$18,749.92, together with all subsequent acquisitions.

Class of Bond or Obligations.	No of \$1,000 Bonds.
The Missouri Pacific Railway Company, January 1, 1887, Trust five per cent mortgage.....	4,666
The Missouri Pacific Railway Company, January 1, 1887, Trust five per cent mortgage.....	705
The Missouri Pacific Railway Company, January 1, 1887, Trust five per cent mortgage.....	600
The Missouri Pacific Railway Company, January 1, 1887, Trust five per cent mortgage.....	6,561

The Missouri Pacific Railway Company, January 1, 1887, Trust five per cent mortgage.....	372
The Missouri Pacific Railway Company, January 1, 1887, Trust five per cent mortgage.....	2,041
The Missouri Pacific Railway Company, January 1, 1887, Trust five per cent mortgage.....	2,270

First Mortgage Bonds.

Miles.

Fort Scott, Wichita & Western Railway.....	310
Wichita & Colorado Railway....	47
Salina, Sterling & El Paso Railroad.....	40
Denver, Memphis & Atlantic Railway.....	411
Kansas Southwestern Railway.....	25
Kansas & Colorado Railroad.....	136
Pueblo & State Line Railroad.....	151
Total.....	1,120

EMPLOYES AND SALARIES.

	No.	Total Yearly Compensation	Av. Daily Com- pensat'n
General Officers	109	\$204,713 52	
General Office Clerks, etc.....	596	216,406 08	
Station Agents	131		1 96
Station Agents and Operators....	317		1 62
Other Station Men.....	548		1 55
Engine Men	375		3 59
Firemen.....	399		2 13
Conductors	270		2 95
Other Trainmen.....	670		1 84
Machinists.....	201		2 74
Carpenters.....	402		2 33
Other Shopmen.....	1,290		1 86
Section Foremen.....	620		1 64
Other Trackmen.....	3,425		1 17

	No.	Total Yearly Compensation	Av. Daily Com- pensation
Switchmen, Flagmen and Watch- men	542		2 83
Telegraph Operators and Dis- patchers	364		1 80
All other Employes and Labor- ers	862		1 59
Total	11,121		

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic—

Number of passengers carried earning revenue, 8,199,024.

Number of passengers carried one mile, 124,777,482.

Average distance carried, 39.

Total passenger revenue, \$2,807,467.62.

Average amount received from each passenger, \$.87760.

Average receipts per passenger per mile, \$.02250.

Estimated cost of carrying each passenger one mile, \$.02708.

Passenger earnings per mile of road, \$1,126.16.

Passenger earnings per train-mile, \$.88198.

Freight Traffic—

Number of tons carried of freight earning revenue, 4,190,-
111.

Number of tons carried one mile, 747,332,201

Average distance haul of one ton, 178.3.

Total freight revenue, \$7,901,286.61.

Average amount received for each ton of freight, \$1.88570

Average receipts per ton per mile, \$.01057

Estimated cost of carrying one ton one mile, .00786.

Freight earnings per mile of road, \$2,533.24

Freight earnings per train-mile, \$1.59104.

Passenger and Freight—

Passenger and freight earnings, \$11,418,690.54.

Passenger and freight earnings per mile of road, \$3,659.40.

Expense per mile of road, \$2,967.93

Total earnings per mile of road, including mails, express, etc., \$3,962.11

(In this computation have used total gross earnings from operation.)

Number of passenger trains, 67,007.

Number of freight trains, 80,527.

Number of mixed trains, (included in Passenger and Freight Trains.)

Train Mileage—

Miles run by passenger trains, 3,982,509.

Miles run by freight trains, 4,966,061.

Miles run by mixed trains. Assign 25% to the Pass. and 75 % to miles run by Freight Trains.

Total mileage trains earning revenue, 8,948,570.

Miles run by Switching Trains. (Figures shown are miles run by switch engines.) 2,001,141

Miles run by construction trains and others. (Under this heading we have shown mileage made by work engines), 290,621.

Grand total train mileage, 11,240,332.

Mileage of loaded freight cars—North or East,	}	71,247,305.
Mileage of loaded freight cars—South or West,		

Mileage of empty freight cars—North or East,	}	27,290,206.
Mileage of empty freight cars—South or West,		

Average number of freight cars in train, 19.8.

Average number of loaded cars in train, 14.3.

Average number of empty cars in train, 5.5.

Average number of tons of freight in train, 150.5.

Average number of tons of freight in each loaded car, 10.5.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Whole tons.	Per cent
PRODUCTS OF AGRICULTURE—		
Grain, bulk.....	550,946	18.15
Flour and sacked grain.....	131,593	3.14
Cotton	10,267	.25
Other articles	112,880	2.69
PRODUCTS OF ANIMALS—		
Live stock.....	397,966	9.50
Other articles	71,858	1.71
PRODUCTS OF MINES—		
Coal	924,083	22.05
Iron ore.....	720	.02
PRODUCTS OF FOREST—		
Lumber	410,438	9.80
Other articles	151,037	3.60
MANUFACTURES—		
Iron, pig and bloom.....	5,086	.12
Iron and steel rails.....	549,847	13.12
Other castings and machinery		
Bar and sheet metal.....		
Cement, brick and lime.....		
Agricultural implements.....		
Wagons, carriages, tools, etc.....		
Wines, liquors and beers		
Household goods and furniture.....		
Merchandise		
MISCELLANEOUS—		
Other commodities not mentioned above..	873,440	20.85
Total tonnage.....	4,190,111	100

DESCRIPTION OF EQUIPMENT.

ITEM	Number Added During Year	Total Number at end of Year	EQUIPPED WITH TRAIL BRAKES	
			Number	Kind
Locomotives—				
Passenger	2	90	90	Westingh
Freight .....	.....	187	.....	"
Switching .....	.....	44	8	"
Total	2	321	98	Westingh
Cars in Passenger Service—				
First-class passenger cars .....	.....	130	130	"
Second-class passenger cars .....	.....	40	40	"
Combination passenger cars .....	.....	.....	.....	"
Emigrant cars .....	.....	.....	.....	"
Dining cars .....	.....	.....	.....	"
Parlor cars .....	.....	2	2	"
Cleaning cars .....	.....	56	56	"
, express and postal cars ..	2	65	65	"
rs in passenger service ..	.....	.....	.....	"
Total	2	293	298	Westingh
Cars in Freight Service—				
Box cars .....	.....	4,947	.....	.....
Flat cars .....	.....	847	.....	.....
Stock cars .....	.....	1,046	.....	.....

Coal cars.....	.....	3,573	.....	.....	.....	.....	.....
Tank cars.....	.....	.....	.....	.....	.....	.....	.....
Refrigerator cars.....	.....	369	.....	.....	.....	.....	.....
Other cars .....	.....	15	.....	15	Straight Air	15	Miller
Total.....	.....	10,797	.....	15	Straight Air	15	Miller
Cars in Company's Service—							
Gravel cars .....	.....	.....	.....	.....	.....	.....	.....
Derrick cars .....	.....	9	.....	.....	.....	.....	.....
Caboose cars.....	1	156	.....	.....	.....	.....	.....
Other road cars	1	81	.....	.....	.....	.....	.....
Officers', Directors', Pay cars, etc..	.....	6	.....	6	Westinghouse	6	Miller
Total	2	202	.....	6	Westinghouse	6	Miller
Cars contributed to fast freight line service.....	.....	.....	.....	.....	.....	.....	.....
Total owned.....	4	11,292	.....	299	Westinghouse	814	Miller
Cars leased.....	.....	1,000	.....	15	Straight Air	.....	.....
Grand Total.....	.....	12,292	.....	299	Westinghouse	914	Miller
	.....		.....	15	Straight Air	.....	.....

MILEAGE OF ROAD OPERATED.

LINE IN USE	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	Line Oper- ated under Trackage Rights	Total Mileage Operated	New Line Constructed during Year	RAILS	
									Iron	Steel
Miles of single track.....	495	673	233	.....	*1,697	21	3,119	89	160	2,959
Miles of second track.....	23	6	.....	.....	.....	.....	29	.....	.....	29
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track, sidings, and spurs	218	104	14	.....	126	.....	462	20	299	163
Total mileage operated (all tracks)	736	783	247	.....	1,823	21	3,610	109	459	3,151

MILEAGE BY STATES AND TERRITORIES OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS	
									Iron	Steel
Missouri.....	285	415	81	.....	*37	31	849	21	88	751
Kansas.....	94	123	152	.....	1,438	.....	1,807	.....	90	1,717
Nebraska.....	116	135	.....	.....	71	58	380	.....	.....	322
Colorado.....	.....	.....	.....	.....	151	.....	151	.....	.....	151
Total mileage operated (sin- gle track).....	495	673	233	....	1,697	89	3,187	21	178	2,941

MILEAGE BY STATES AND TERRITORIES OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line	Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper-ated under Trackage Rights	Total	
							Iron	Steel
Missouri.....	285			31	700	...	55	645
Kansas.....	94		312	...	529	...	83	446
Nebraska.....	116		71	58	322	...	...	322
Colorado....		...	151	...	151	...	...	151
Total mileage owned (single track)	495		534	89	1,702	.....	138	1,564

*Of the above 1837 miles of single track and 126 miles of side track under heading "Proprietary Companies," 534 miles of single track and 49 miles of side track are owned by the Missouri Pacific Railway Company. The remaining 1,163 miles of single track, and 77 miles of side track are partly owned.

RENEWAL OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

	Tons	Weight per yard	Av. Price per ton at Distributing Point
Steel.	3106	56	\$32.63
Steel.....	6747	68	\$32.63
Steel.....	41	52	\$32.63
Total Steel.....	9894		\$32.63

NEW TIES LAID DURING YEAR.

Kind	Weight	Av. Price per ton at Distributing Point
White Oak.....	628439	30
Total.....	628439	30

CONSUMPTION OF FUEL BY LOCOMOTIVES.

ACCIDENTS TO PERSONS.

Coupling and uncoupling.....	2	6	1	8	.....	.....	.....	3	14
Falling from trains and engines.	3	1	.....	.....	1	.....	.....	4	1
Overhead obstructions .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Collisions .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Derailments	4	4	.....	1	1	.....	.....	5	5
Other train accidents.....	1	.....	1	1	1	.....	.....	3	1
At highway crossings .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.. ..	1	.....	.....	.....	.....	.....	.....	1	.....
Other causes.....	.....	.....	.....	.....	1	.....	4	4	4
Totals	11	11	2	10	4	4	17	25	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

COAL—TONS		WOOD—CORDS		Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed per mile
Anthracite	Bituminous	Hard	Soft			

ACCIDENTS TO PERSONS.

Falling from trains and engines.	3	1	1	.....	4	1
Overhead obstructions	.....	.....	.....	.....	.....	.....
Collisions	.....	.....	.....	.....	.....	.....
Derailments	4	4	1	.....	5	5
Other train accidents	1	.....	1	.....	3	1
At highway crossings	.....	.....	.....	.....	.....	.....
At stations	1	.....	.....	.....	1	.....
Other causes	.....	.....	1	4	4	4
Totals	11	11	4	4	17	25

ACCIDENTS TO PERSONS.—CONTINUED.

OTHERS

TRESPASSERS		NOT TRESPASSING		TOTAL	
Killed	Injured	Killed	Injured	Killed	Injured
.....
3	.....	.....	.....	3	1
5	3	1	.....	6	3
...	..	3	3	3	3
1	2	.....	.....	1	2
9	6	1	3	10	10
Totals	11	5	6	23	19

CHARACTERISTICS OF ROAD.

ALIGNMENT				PROFILE			
Number of Cuts	Aggregate Length of Curved Line	Length of Straight Line	Length of Level Line	Ascending Grades		Descending Grades	
				Number	Aggregate Length of Grades	Number	Aggregate Length of Grades
Miles	Miles	Miles	Miles	Feet	Miles	Feet	Miles
380	131.0	199.0	161.0	76	8,005	57	2,068.0
2	2.2	1.8	2.0				
164	42.5	121.5	25.3	89	2,779	77	2,154.0
2	0.1	0.9	0.4	1	40	1	12.0
22	4.8	7.2	1.1	3	163	2	177.0
13	5.5	7.5	6.2	3	22	12	242.0
12	1.4	2.6	0.7	2	82	1	3.0
45	15.0	30.0	6.1	28	1,348	30	967.0
44	*	*	11.3	45	696	43	1,261.0
88	27.0	61.0	20.0	67	1,493	54	1,459.0
13	1.4	1.6	0.5	6	59	6	36.0
53	18.0	39.0	10.2	33	936	33	757.0
61	13.6	47.4	22.2	39	684	30	520.0
20	4.2	16.8	3.9	5	119	10	169.0
115	16.5	116.4	37.0	117	2,124	107	2,037.0
21	9.5	55.5	9.5	48	843	50	897.0
74	8.6	26.4	6.7	12	478	9	408.0
41	21.2	59.8	1.8	45	810	37	1,362.0
52	10.4	41.6	14.4	40	554	40	640.0
43	17.1	26.9	6.6	22	406	19	510.0
79	27.3	51.7	16.6	53	496	47	279.0
56	18.5	41.5	3.5	17	730	12	264.0
16	2.2	3.8	0.4	2	15	9	188.5
121	16.0	82.0	4.7	35	523	32	640.0
70	14.3	55.7	10.3	69	1,471	60	1,132.0
52	12.4	39.6	6.7	36	1,025	37	959.0
19	2.3	16.7	4.7	21	234	20	308.0
27	4.9	22.1	5.6	29	163	9	181.0
126	20.9	105.1	18.0	115	2,270	103	1,380.0
10	1.0	9.0	2.4	2	89	5	71.0
St. Louis, Mo.	Atchison, Kas						
Atchison, Kas	Central Branch Jct., Kas						
Central Branch Jct., Kas	Omaha, Neb						
9th & Poplar Sts., St. Louis	Levee, St. Louis, Mo.						
Laclede, Mo	Greve Coeur Lake, Mo.						
Kirkwood, Mo	Levee, Carondelet, Mo.						
Glencoe, Mo	Lime Kiln, Mo.						
Jefferson City, Mo.	Bagnell, Mo.						
Boonville, Mo	Versailles, Mo						
Sedalia Mo	Independence, Mo.						
Warrensburg, Mo.	Stone Quarries, Mo						
Holden, Mo	Paola, Kas						
Paola, Kas	Le Roy Junction, Kas						
Osawatimie Jct., Kas	Ottawa, Kas						
Pleasant Hill, Mo.	Joplin, Mo						
Winthrop, Mo	St. Joseph, Mo						
Nassau, Mo	Chetopia, Kas						
Lincoln Jct., Neb	Lincoln, Neb						
Le Roy, Kas	Dearing, Kas						
Roper, Kas	Peru, Kas						
Auburn, Neb.	Weeping Water, Neb						
Myrick, Mo.	Boonville, Mo.						
Talmage, Neb.	Crete, Neb.						
Tower Grove, Mo.	Carondelet, Mo.						
Cecil, Mo	State Line, Mo						
State Line, Mo	Paola, Kas						
Ottawa, Kas	Council Grove, Kas						
Council Grove, Kas	W. Line Dickinson Co., Kas.						
W. Line Dickinson Co., Kas.	Salina, Kas						
Gypsum City, Kas	Marquette, Kas.						
Salina, Kas	Ness County Line, Kas						
Hoistington, Kas.	Great Bend, Kas.						

CHARACTERISTICS OF ROAD—CONTINUED.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
FROM—	TO—	MILES	Number of Curves	Aggregate Length of Curved Line	Length of Straight Line	Length of Level Line	ASCENDING GRADES		DESCENDING GRADES			
							Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
Chetopia, Kas.....	Larned, Kas.....	292	271	52.7	19.3	41.2	285	4,296	138.8	257	3,205.0	92.0
Ness County Line, Kas.....	Colorado State Line	139	22	10.5	128.5	24.2	94	2,150	95.2	64	4,030.0	19.6
Colorado State Line	Pueblo, Colo	151	25	11.4	139.6	21.3	79	2,286	83.3	59	1,211.0	46.4
Monteith, Mo	V. V. I. & W. Jct., Kas.....	74	64	12.0	62.0	16.8	66	1,117	33.3	66	894.0	23.9
K. & A. Junction, Kas.....	{ End of Track west of Madison, Kas..... }	27	22	4.4	22.6	3.0	27	520	13.7	26	427.0	10.3
Ft. Scott, Kas.....	Topeka, Kas.....	130	186	34.5	95.7	56.0	50	1,720	33.0	48	1,703.0	41.0
Ft. Scott, Kas.....	{ Indian Territory Line south of Kiowa, Kas..... }	245	208	44.6	200.4	57.2	288	3,505	98.1	290	2,871.0	89.7
Eldorado, Kas.....	{ End of track north of McPherson, Kas..... }	63	23	4.7	58.3	12.9	30	259	9.6	25	180.0	8.1
Marmaton, Kas.....	Quarry, Kas.....	2	2	.3	1.7	.5	7	74	1.2	4	18.0	.3
West Wichita, Kas.....	Hutchinson, Kas.....	47	14	4.3	42.7	16.7	62	297	23.1	24	74.5	7.2
Hutchinson, Kas.....	Geneseo, Kas.....	40	15	3.2	36.8	9.1	13	101	6.8	30	315.0	24.1
Geneseo, Kas.....	Kanapolis, Kas.....	14	13	2.2	11.8	0.6	4	313	8.4	3	154.0	5.0
Dexter, Kas.....	{ End of track beyond Arkansas City, Kas..... }	25	33	7.2	17.8	5.1	17	253	13.7	19	135.0	6.2
Olcott, Kas.....	West Line Iuka Township..	25	6	1.3	23.7	3.3	20	359	17.0	14	62.0	4.7
Alton, Kas.....	Stockton, Kas.....	18	12	3.0	15.0	2.6	15	240	10.5	14	123.0	4.9
Warwick, Kas.....	{ End of track beyond Prosser, Neb..... }	73	67	14.3	58.7	14.9	82	1,050	36.4	49	563.0	21.7
Total .....	.....	8,119	3,430	672.3	2,381.7	708.1	2,209	41,577	185.2	1,979	37,709.0	1,005.5

* No alignment notes in this office.

† Records not in Chief Engineer's office.

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number Stone, *1745.

Number Iron, 154.

Number Wooden, 71.

Number Combination, 96.

Trestles—

Number, 3,700.

Aggregate length, 262,825 feet.

Tunnels—

Number, 4.

Maximum length, 637 feet.

Minimum length, 440 feet.

Aggregate length of all Tunnels, 2,271 feet.

Guage of Track—

Standard, 4 feet, 8½ inches.

Telegraph—

Miles of line owned by this company, none.

Miles of wire owned by this company, none.

Miles of line operated by this company, none.

Operated by this company, 3,684 miles of wire.

Operated by Western Union Tel. Co., 3,106 miles of line.

Operated by Western Union Tel. Co., 8,031 miles of wire.

Miles of line operated jointly, none.

Operated jointly, 1,311 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Will be re-funded or cared for at maturity.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the

*Under this heading we have included stone culverts as follows: 356 open culverts, stone; 174 arch culverts, stone; 1,215 box culverts, stone. Total culverts or stone bridges, 1,745.

parties to whom such property belongs. St. Louis, Mo., Union Depot Co. of St. Louis; Kansas City, Mo., Union Depot Co; Leavenworth, Kans., Leavenworth Depot and Railroad Company; Atchison, Kans., Atchison Union Depot Company; St. Joseph, Mo., St. Joseph Union Depot Company; Omaha, Neb., Chicago, St. Paul, Minneapolis & Omaha Railway; Pueblo, Col., Denver & Rio Grande Ry. Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Western Freight Association, Southwest Division, Northwest Division; Interstate Commerce Railway Association; Western States Passenger Association; Southern Interstate Association; Trans-Missouri Freight & Passenger Association; Trans-Continental Association. Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. None.

STATE OF MISSOURI, }
 • CITY OF SAINT LOUIS. } ss.

WE, THE UNDERSIGNED, S. H. H. Clark, first vice-president, and C. G. Warner, general auditor, of the Missouri Pacific Railway Company, Osage Division and Branch Lines, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing embrace all of the financial oper-

ations of said company during the period for which said return is made.

S. H. H. CLARK,
First Vice-President.

C. G. WARNER,
General Auditor.

Subscribed and sworn to before me this 26th day of September, 1889.

[SEAL]

HENRY C. HERBEL,
Notary Public.

REPORT
OF THE
CHICAGO, KANSAS & NEBRASKA RAILWAY
COMPANY.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report ? Chicago, Kansas & Nebraska Railway Company.

Date of organization ? March 17th, 1886.

Under laws of what government, state, or territory organized ?

If more than one, name all ; give reference to each statute and all amendments thereof. Organized under and pursuant to an act of the General Assembly of the State of Kansas, entitled "an act concerning private corporations," and contained in chapter 23 of the laws of 1879 and of the amendments thereto. Amended charter dated March 29, 1887, authorized company to remove general office from Atchison, Kansas, to Topeka, Kansas, and to increase its capital stock from \$15,000,000.00 to \$30,000,000.00.

If a consolidated company, name the constituent companies ?

Give reference to charters of each, and all amendments of same. Consolidated June 13, 1888, with Chicago, Rock Island & Colorado Railway Company. Charter of Chicago, Kansas & Nebraska Railway Company, dated March 17, 1886, and filed with the Secretary of State of Kansas, March 19, 1886 ; amended charter of the Chicago, Kansas & Nebraska Railway Company dated March 29,

1887, and filed with the Secretary of State of Kansas, June 8, 1887; charter of Chicago, Rock Island & Colorado Railway Company dated January 30, 1888. This company was organized to create or acquire by construction, leases purchases or otherwise and to maintain and operate line or lines of railway with appurtenant property which shall extend from a point on the eastern boundary of Elbert county, Colorado, where it shall connect with the railway of the Chicago, Kansas & Nebraska Railway Company. The articles of consolidation made and entered into June 30, 1888, by the above named companies made the name of the consolidated company "The Chicago, Kansas & Nebraska Railway Company," made the rights, obligations and debts of both companies, the rights, obligations, debts, etc., of the consolidated company, made the capital stock \$35,000,000.00, made the several officers of the Kansas company the officers of the consolidated company. Charter of the Chicago, Kansas & Nebraska Railway Company, dated March 31, 1886, filed with the Secretary of State of Nebraska, April 1, 1886. Company formed to construct, maintain and operate a railroad from a point at or near the southwest corner of the county of Richardson, in Nebraska, through counties of Richardson, Pawnee, Gage, Jefferson, Thayer, Nuckolls, Webster, Adams, Kearney and Buffalo to City of Kearney, Neb., to acquire right of way, purchase material, equipment, labor, etc. All of the rights, powers, privileges, immunities and all of the railroad constructed, and which it is authorized to construct, purchased by the Chicago, Kansas & Nebraska Railway Company. Charter of the Chicago, Caldwell & Southern Railway Company, dated September 9, 1886, filed with Secretary of State of Kansas, September 10, 1886. Charter for purpose of forming a corporation under and in accordance with the general

laws of the State of Kansas, and especially in accordance with the provisions of chapter 23 of the laws of said State for the year 1868, the several acts amendatory thereof relating to the creation of corporations. To locate construct, equip, maintain, own and operate a line of railroad from city of Wellington, in Sumner county, Kansas, through said county of Sumner in a southwest direction to a point on the south line of said State, south of the city of Caldwell, in Sumner county. All of the rights, franchises, powers, privileges, immunities, all of the railway rights of way, depot grounds, lands, etc. etc., purchased by The Chicago, Kansas & Nebraska Railway Company, August 29, 1887. Charter of the Kansas City & Topeka Railway Company, dated March 8, 1887, and filed with Secretary of State, March 10, 1888. Company formed to locate, construct, equip, maintain, own and operate a line of railroad from Kansas City, Kansas, through the counties of Wyandotte, Leavenworth, Douglass, Jefferson and Shawnee to Topeka, Kansas. All of its capital stock was held in name of C. F. Jilson, Trustee for Chicago, Kansas & Nebraska Railway Company. Its officers were officers of the Chicago, Kansas & Nebraska Railway Company. Advances to build the road were made by Chicago, Kansas & Nebraska Company. 'The Kansas City & Topeka Railway' was purchased January 1, 1889, by the Chicago, Rock Island & Pacific Railway Company. The capital stock was transferred to W. G. Purdy, Trustee, and the amount advanced by the Chicago, Kansas & Nebraska Railway Company towards the construction of the Kansas City & Topeka Railway Company was charged to the Chicago, Rock Island & Pacific Railway Company, that company also giving this company credit on their books and reducing the amount owed by the Chicago, Kansas & Nebraska Rail-

way Company to the Chicago, Rock Island & Pacific Railway Company for advances made for the construction of its own line. Charter of the Arkansas, Kansas & Colorado Railway Company, dated May 16, 1887 and filed with Secretary of State of Kansas, May 20, 1887. Company formed to construct and maintain railway and telegraph line through counties of Harper, Barber, Kiowa, Ford, Hodgeman, Gray, Garfield, Lane, Gore, Logan, Thomas, Sherman and Cheyenne. The Chicago, Kansas & Nebraska Railway Company purchased of the Arkansas, Kansas & Colorado Railway Company on March 28, 1888, the railway rights, etc., constructed by the Arkansas, Kansas & Colorado Railway Company and what it will authorize to construct in the county of Ford, line constructed from Bucklin to Dodge City.

St. Joseph & Iowa Railroad Company. Indenture made May 15, 1886, by and between the Chicago, Kansas & Nebraska Railway Company of first part and St. Joseph & Iowa Railroad Company of the second part, whereby party of first part lets and demises to party of second part its successors and assigns for a term of 999 years, all of the railroad which is now or may hereafter be owned by it (the party of the first part.)

Chicago, Rock Island & Pacific Railway Company. On December 29, 1888, the St. Joseph & Iowa Railroad Company sold, assigned, transferred and set over to the Chicago, Rock Island & Pacific Railway Company, by its deed of that date, all of its railway property, rights, franchises and immunities including its lease with the Chicago, Kansas & Nebraska Railway, and in December 31, 1888 the Chicago, Kansas & Nebraska Railway Company, the St. Joseph & Iowa Railroad Company, the Chicago, Rock Island & Pacific Railway Company, ratified the lease above mentioned.

Date and authority for each consolidation? June 13, 1888.

Board of Directors ratified at stockholders meeting June 13, 1888.

What carrier operates the road of this company? The Chicago, Rock Island & Pacific Railway Company.

NAMES OF DIRECTORS.

M. A. Low, Topeka, Kans., June 12, 1890.

H. A. Parker, Chicago, Ill., “

C. F. Jilson, Topeka, Kans., “

H. F. Morris, “ “

D. Atwood, “ “

W. W. Phelps, “ “

Geo. W. Samuel, St. Joseph, Mo., “

Total number of stockholders at date of last election? 306.

Date of last meeting of stockholders for election of directors?
June 12, 1889.

Give postoffice address of general office? Topeka, Kans.

Give postoffice address of operating office? Topeka, Kans.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. A. Low, Topeka, Kans.

Vice-President—H. A. Parker, Chicago, Ill.

Secretary—C. F. Jilson, Topeka, Kans.

Treasurer—C. F. Jilson, Topeka, Kans.

Chief Engineer—H. A. Parker, Chicago, Ill.

Auditor—H. F. Morris, Topeka, Kans.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name	Miles.
Chicago, Kansas & Nebraska Railway, from Elwood, Kas., to Liberal, Kas., operated by Chicago, Rock Island & Pacific Railway, under lease.....	439.54
Chicago, Kansas & Nebraska Railway, from Horton, Kas., to Roswell, Col., operated by Chicago, Rock Island & Pacific Railway, under lease.	568.65
Chicago, Kansas & Nebraska Railway, from Herington, Kas., to Pond Creek, I. T., operated by Chicago, Rock Island & Pacific Railway, under lease..	149.46
Chicago, Kansas & Nebraska Railway, from Herington, Kas., to Salina, Kas., operated by Chicago, Rock Island & Pacific Railway, under lease.....	49.80
Chicago, Kansas & Nebraska Railway, from Fairbury, Neb., to Nelson, Neb., operated by Chicago, Rock Island & Pacific Railway, under lease.....	51 20
Chicago, Kansas & Nebraska Railway, from McFarland, Kas., to Belleville, Kas., operated by Chicago, Rock Island & Pacific Railway, under lease...	108.98
Chicago, Kansas & Nebraska Railway, from Dodge City, Kas., to Bucklin, Kas., operated by Chicago, Rock Island & Pacific Railway, under lease.....	25.87
Union Pacific Railway, from Kansas City, Mo., to North Topeka, Kas., operated by Chicago, Rock Island & Pacific Railway, under lease.....	68.00
Union Pacific Railway, from Limon, Col., to Denver, Col., operated by Chicago, Rock Island & Pacific Railway Company, under lease.....	89.20
Denver & Rio Grande Railway, from Denver, Col., to Pueblo, Col., operated by Chicago, Rock Island & Pacific Railway, under lease.....	119.60
Total Mileage.....	<u>1,664.80</u>

On December 29, 1888, the Chicago, Rock Island & Pacific Railway Company purchased the property of the St. Joe & Iowa Railroad Company, including its lease of the Chicago, Kansas & Nebraska Railway, entered into May 15, 1886, wherein was leased the property of the Chicago, Kansas & Nebraska Railway, including their rights, privileges and franchises then possessed or to be thereafter possessed by the Chicago, Kansas & Nebraska Railway, for a term of 999 years, at an annual rental of a sum equal to 30 per cent. of the gross earnings which shall be realized by the operating company during the year for which said rental shall become payable. The transfer of this lease was ratified by the three above mentioned companies December 31, 1888.

On March 19, 1887, the Union Pacific Railway leased to the Chicago, Kansas & Nebraska Railway Company for a term of 999 years, the right to connect its tracks with the Union Pacific Company's tracks at Kansas City and North Topeka, and to operate trains over the line between those points.

On February 15, 1888, the Denver & Rio Grande Railway Company and the Chicago, Rock Island & Colorado Railway Company made articles of agreement for the joint operating of the railway and property of the Denver & Rio Grande Railway between Denver and Pueblo, and on the 13th of June, 1888, the Chicago, Kansas & Nebraska Railway Company and the Chicago, Rock Island & Colorado Railway Company were consolidated under the name of the Chicago, Kansas & Nebraska Railway Company.

April 10, 1889, the Union Pacific Railway Company leased to the Chicago, Kansas & Nebraska Railway Company and to the Chicago, Rock Island & Pacific Railway Company for a term of 999 years, the right to connect tracks at Limon, Colorado, and Denver, Colorado, and run trains over the line between those two points.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$41,749 10
Bills Receivable.....	900 00
Due from solvent companies and individuals.....	167,933 46
Balance—Current Liabilities.....	27,509,299 26
Total.....	<u>\$27,719,881 82</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889

Audited Vouchers and Accounts	\$1,650 00
Wages and Salaries.....	7,195 13
Amount advanced by C., R. I. & P. Railway Company.....	\$27,279,529 58
Interest on same	<u>\$431,507 11</u>
Total	\$27,719,881 82

RECAPITULATION.
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	TOTAL AMOUNT OUTSTANDING	APPORTIONMENT		AMOUNT PER MILE OF ROAD		Explanatory Remarks
		To Railroads	To Other Properties	Miles	Amount	
Capital Stock....	\$27,689,100 00	\$25,150,000 00	\$2,539,100 00	1,388	\$19,948 92	All Bonds and Stock, excepting stock to the val- ue of \$2,539,100.00 are held in trust by the C. R. & I. R'y Co., for ad- vances made by them which am't to \$27,711,036.69 making the act- ual indebtedness \$21,800.42 instead of \$38,062.03 per mile.
Bonds	25,141,000 00	25,141,000 00			18,113 11	
Car Trust Ob'gtns						
Receiver's Certfs.						
Total.....	\$52,830,100 00	\$50,291,000 00	\$2,539,100 00	1,388	\$38,062 03	

COST OF ROAD AND EQUIPMENT.

	Total Cost to June 30, 1889.	Net Additions During Year	Total Cost to June 30, 1889.	Cost per Mile
	2,878,902.54	\$ 845,135.86	\$ 2,033,766.68	\$1,465.25
	813,907.06	127,009.74	440,916.82	317.23
	4,607,500.71	1,112,384.11	5,719,884.82	4,120.96
	2,488,162.82	267,689.41	2,755,852.23	1,985.48
	4,857,188.63	1,030,515.70	5,887,699.33	4,241.86
	2,379,732.50	752,716.92	3,132,449.42	2,256.81
	1,958,565.11	135,310.75	2,093,875.86	1,508.56
	1,431,105.69	391,913.52	1,823,019.21	1,313.42
	.....	121,217.01	121,217.01	87.83
	407,692.38	56,709.03	464,401.41	334.58
	278,700.08	278,700.08	.....	.....

	82,809.55	12,822.38	45,631.98	32.58
etc.....	.....	.....	.....	.....
d Yard Extensions.....	.....	.....	.....	.....
Terminal Facilities and Elevators.....	.....	.....	.....	.....
Road Built by Contract.....	.....	.....	.....	.....
Purchase of Constructed Road.....	.....	.....	.....	.....
Other items.....	206,139.72	17,739.94	188,399.78	135.73
Bridge Tolls on Construction Material	194,348.14	20,105.72	214,453.86	154.51
	13,124.97	.....	13,124.97	9.45
Total Construction.....	\$22,047,274.92	\$2,886,818.41	\$24,934,093.33	\$17,964.05

EQUIPMENT—				
Locomotives.....	\$719,220.65	\$494,438.83	\$1,213,658.98	\$874.99
Passenger Cars.....	141,839.00	193,609.17	335,448.17	241.68
Sleeping, Parlor and Dining Cars....	75,392.85	30,547.04	105,939.89	76.82
Baggage, Express and Postal Cars...	76,685.00	86,516.13	168,201.13	117.58
Combination Cars.....	.....	.....	.....	.....
Freight Cars.....	1,782,259.08	688,198.87	2,470,457.90	1,779.87
Other Cars of all classes.....	6,420.65	4,800.00	11,220.65	8.08
Floating Equipment.....	.....	.....	.....	.....
.....	.....	30,477.28	80,477.28	21.96
Total Equipment.....	\$2,801,817.18	\$1,528,586.82	\$4,890,404.00	\$3,119.88
Grand Total Cost Construction and Equipment.....	\$24,849,092.10	\$4,415,405.23	\$29,264,497.33	\$21,083.93

INCOME ACCOUNT.

Income from Lease of Road.....	\$1,416,442 98	
Total Income.....		<u>\$1,416,442 98</u>
DEDUCTIONS FROM INCOME—		
Interest on Funded Debt accrued. Interest on interest-bearing Current Liabilities accrued, not otherwise provided for.	1,847,950 09	
Rentals, including Tracks, Yards and Terminals.....	<u>112,111 25</u>	
Total Deductions from Income		<u>\$1,960,061 34</u>
Deficit from Operations of Year ending June 30, 1889.....		543,618 36
Deficit on June 30, 1888.....		<u>41,098 21</u>
Deficit on June 30, 1889.....		\$584,716 57

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Union Pacific Railway—

Topeka to Kansas City, and
Limon Colo., to Denver.....

\$19,897 58

Denver & Rio Grande Railway—

Denver to Pueblo.....

42,916 66

Total Rentals—A.....

\$62,814 24

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

TRACKS—

Bridge over Missouri river at
St. Joseph.....

\$35,175 39

TERMINALS—

Denver Union Depot..... \$1,522 28
St. Joseph Union Depot..... 2,461 08
Kansas City Union Depot 4,781 73
*Miscellaneous 5,856 53

Total.....

\$14,121 62

Total Rentals—B

\$49,297 01

Grand Totals Rentals Paid—A and B

\$112,111 25

GENERAL BALANCE SHEET.

DR.

Cost of Road \$24,934,093 33
Cost of Equipment 4,330,404 00
Cash and Current Assets..... 210,582 56
Profit and Loss 584,716 57
Total..... \$30,059,796 46

CR.

Capital Stock \$2,339,914 64
Current Liabilities 27,719,881 82
Total..... \$30,059,796 46

*Miscellaneous rents paid to sundry railroads for use of yards and buildings before the completion of Chicago, Kansas & Nebraska railroad structures.

CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Lease of Road.....	\$1,416,442 98	
Total.....		\$1,416,442 98

INCREASE IN LIABILITIES:

Sale of Stocks.....	1,025,014 64	
Increase in Current Liabilities	3,716,521 14	
Total.....		4,741,535 78

DECREASE IN ASSETS:

Cash on hand.....	274,847 47	
Cash Assets.....	29,971 02	
Total.....		304,818 49

MISCELLANEOUS:

Sale of Securities owned.....	5,558 75	
Total		5,558 75
Grand Total.....		\$6,468,356 00

RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt paid	1,416,442 98	
Rentals	112,111 25	
Total.....		1,528,554 23
Other Charges against Net Income.....		431,507 11

BETTERMENTS TO PROPERTY:

Construction of New Road...	2,886,818 41	
Additional Equipment.....	1,528,586 82	
Total.....		4,415,405 23

INCREASE IN ASSETS:

Other Assets.....	92,889 43	
Total.....		92,889 43
Grand Total.....		\$6,468,356 00

IMPORTANT CHANGES DURING THE YEAR.

All extensions of road put in operation? From Goodland to Colorado Springs, 183.3-10 miles; Caldwell Kansas to Pond Creek Indian Territory, 25 miles.

All Leases taken or surrendered? On December 29, 1888, the St. Joseph & Iowa Rail Road Company, sold, assigned, transferred and set over to the Chicago, Rock Island and Pacific Railway Company, by its deed of that date all of its railway property, rights, franchises and immunities, including its lease with the Chicago, Kansas & Nebraska Railway Company, and on December 31, 1888, the Chicago Kansas & Nebraska, the St. Joseph & Iowa, and the Chicago Rock Island & Pacific Railways ratified the lease above mentioned.

Lease made April 10, 1889, entered into May 5, 1889, and extending for a term of 199 years between the Union Pacific Railway Company, the Chicago Rock Island & Pacific Railway Company, and the Chicago, Kansas, & Nebraska Railway Company, allows the Chicago Rock Island & Pacific Railway Company to connect tracks at Limon Colorado, and at any ground it may hereafter designate in Denver, Colorado; also grants the privilege of moving trains over the Union Pacific tracks between Limon and Denver. The Union Pacific Company to keep the tracks in repair, the Rock Island Company to pay twenty-five cents per each mile run by passenger trains, and thirty cents for each mile run by freight trains. When this mileage in any year shall not be equal to \$50,000.00, the Rock Island Company shall pay the difference between the amount of mileage and \$50,000.00 over to the Union Pacific Company. If the Union Pacific Railway Company shall elect to run trains over the Rock Island Company's tracks from Colby, Kansas, to Limon, Colo-

rado, it shall have the right to do so on the same terms as above for the remainder of the above term.

All new mortgages or stock issued? One million, twenty-five thousand, and fourteen dollars and sixty-four cents, was realized for certificates capital stock issued to townships, counties and individuals.

All important financial changes (other than those above referred to). January, 1889, sold the Chicago, Rock Island, & Pacific Railway Company terminal facilities at Kansas City, Kansas, and Kansas City, Missouri, with ten miles main and side tracks and bridge across the Missouri river for \$1,197,378.75.

CONTRACTS, AGREEMENTS, ETC.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers.

Railroad companies? Agreement of August 19, 1886, with St. Joseph & Grand Island Railroad, pay the St. Joseph & Grand Island Railroad Company for ten years, commencing September 1, 1886, an annual rental of \$17,500.00 for use of railroad bridge over Missouri River at St. Joseph.

Agreement of March 19, 1887, with Union Pacific Railway Company, gives this company the right for a period of 999 years, commencing September 1, 1887, to run over the Union Pacific tracks from North Topeka to union depot, Kansas City, at an annual rental equal to five per cent upon \$718,004.75, a sum equal to one-half of all taxes upon the property used, a sum equal to a proportioned share of all expenses in repairing and renewing property used, and a sum equal to a proportioned share of expenses incurred in paying salaries incident to the joint use of property.

Agreement of May 15, 1886, between Chicago, Kansas &

Nebraska Railway Company, and the Chicago, Rock Island & Pacific Railway Company, whereby the Chicago, Kansas & Nebraska Company issues capital stock having an aggregate par value of not exceeding \$20,000.00 per mile for its railway actually constructed. Executes bonds not exceeding \$15,000.00 per mile for single track railway, \$7,500.00 additional for double track, and \$5,000.00 per mile for equipment actually furnished. Executes and delivers to Chicago, Rock Island & Pacific Railway Company certificates for full paid shares of its capital stock, at \$20,000.00 per mile, less the number of shares to which municipal corporations and others shall have become entitled. Delivers to Chicago, Rock Island & Pacific Railway Company all of its bonds of municipal corporations which shall come into its possession in exchange for its own capital stock, also all of its first mortgage bonds which it shall issue, and the Chicago, Rock Island & Pacific advances all of the moneys it may need to build its railway. Supplemental agreement of June 21, 1887, between the two above mentioned parties, extends the provisions of first contract to all extensions and branches to be built.

Agreement of February 15, 1888, with Denver & Rio Grande Railway, gives this company perpetual rights to operate trains over the Denver & Rio Grande tracks, from Denver to Pueblo, the Chicago, Kansas & Nebraska Company to pay two and one-half per cent per annum on \$3,000,000.00, a sum equal to two and one-half per cent per annum on all sums which may be expended on additional construction, a sum equal to a proportion on wheelage basis on repairing, renewing, supplying water, and in paying salaries of all employees incident to the use of joint property, an amount equal to one-half of all taxes and assessments levied and actually paid. Agreement entered into November 5, 1888.

Lease of May 15, 1886, from Chicago, Kansas & Nebraska Railway Company to St. Joseph & Iowa Railroad Company, for all its railway and appurtenant property, for a term of 999 years, making same a part of the railway system of the Chicago, Rock Island & Pacific Railway Company. The St. Joseph & Iowa Railway Company agrees to pay a sum equal to thirty per cent of the gross earnings, pay all taxes and assessments, and make necessary renewals and repairs. The rental may be applied by the St. Joseph & Iowa Railroad Company to the payment and discharge of past due principal and interest of the indebtedness of the Chicago, Kansas & Nebraska Railway Company, secured by mortgage or other lien upon the whole or any part of the property let or demised. If the St. Joseph & Iowa Railroad Company shall have advanced any moneys for the payment of such principal or interest for the purpose of protecting the demised property and its interest therein, it may apply such rentals as they accrue, to reimburse itself for all sums so advanced. If, after making such application of the rentals, any surplus shall remain, it shall be paid to the order of the Chicago, Kansas & Nebraska Railway Company. On December 29, 1888, the St. Joseph & Iowa Railroad sold, assigned and transferred to the Chicago, Rock Island & Pacific Railway Company, all of its railway property, rights and franchises, including lease of the Chicago, Kansas & Nebraska Railway, and on December 31, 1888, the Chicago, Kansas & Nebraska Railway Company, the St. Joseph & Iowa Railroad Company, and the Chicago, Rock Island & Pacific Railway Company ratified the lease above mentioned.

Telegraph Companies? Contract between Western Union Telegraph Company, and the St. Joseph & Iowa Railroad Company, July 21, 1886. The telegraph company agrees to furnish all the material for the construction of

a two-wire telegraph line along the railroad company's railroad as fast as track is completed. To furnish foreman and labor for stringing wires, after the poles have been set in the ground by the railroad company, also to furnish the necessary instruments for operating said lines. One wire to be set apart for the exclusive use of the railroad company and the other for the telegraph company. The railroad company transports material and labor free of charge, and makes all repairs, and reconstructs when necessary. The provisions of this contract to extend to all railroads now owned, leased or controlled, or to all railroads to be hereafter leased, owned or controlled; to continue in force twenty-five years from August 1, 1886, and to continue after the close of said term until the expiration of six months after written notice shall have been given by either party of an intention to terminate the same.

Other Contracts? Agreement of April 10, 1888, between St. Joseph Union Depot Company, and Chicago, Kansas & Nebraska Railway Company. The railroad company pays an annual rental amounting to its proportion of \$15,000, said proportion being found by dividing said sum equally to and between all railroads using depot. Also pays its proportion of expenses. Term fifty years.

SECURITY FOR FUNDED DEBT.

First Mortgage Gold Bonds, principal payable 1934, interest at six per cent, payable January 1 and July 1, in New York City, on road—

	Miles
From Elwood, Kas., to southwest state line of Kas.	439.54
From Horton, Kas., to Roswell, Col.	568.65
From Herington, Kas., to Pond Creek, I. T.	149.46
From Herington, Kas., to Salina, Kas.	49.30
From Bucklin, Kas., to Dodge City, Kas.	25.87
From McFarland, Kas., to Belleville, Kas.	103.98
From Fairbury, Neb., to Nelson, Neb.	51.20

Total..... 1,388.00

What equipment mortgaged? All equipment.

What income mortgaged? All revenues, rates, tolls, sums of money and income arising or to arise from said railway.

EMPLOYEES AND SALARIES.

Class	No.	Total Compensation	Av. Daily Compensation
General Office Clerks.....	15	\$14,400 00	\$3 20
Enginemen	3	2,160 00	3 00
Firemen	3	1,440 00	2 00
Conductors.....	3	1,487 08	2 75
Other Trainmen....	6	2,423 05	2 25
Carpenters.....	25	9,640 24	2 14
Section Foremen.....	21	10,386 76	1 65
Other Trackmen.....	330	92,357 20	1 55
Switchmen, Flagmen and Watchmen.....	1	196 06	1 30
Telegraph Operators and Dispatchers.....	4	1,635 47	1 70
Employees—acc't Floating Equipment.....	40	16,441 87	1 52
All other Employees and Laborers	30	18,613 35	2 60
Total.....	451	\$171,181 08	

DESCRIPTION OF EQUIPMENT.

ITEM	Number Added During Year	Total Number at end of Year	EQUI Number	FITTED WITH LATIC COUPLER	Kind
Locomotives—					
Passenger	48	55	55		
Freight .....	.....	78	18		
Switching	7	15	.....	
Total	50	148	63		
Cars in Passenger Service—					
First-class passenger cars	14	84	84		Miller
Second-class passenger cars .....	.....	7	7		"
Combination passenger cars	7	7	7		"
Emigrant cars .....	.....	.....	.....
Dining cars .....	.....	.....	.....
Chair cars	8	13	13		"
Sleeping cars	8	12	12		"
Baggage, express and postal cars ..	6	26	26		"
Other cars in passenger service ..	10	11	11		"
Total	58	110	110		Miller
Cars in Freight Service—					
Box cars	804	3,654	804		Janney
Flat cars	50	450	.....	
Stock cars	200	600	200		"

DESCRIPTION OF EQUIPMENT—CONTINUED.

ITEM	Number Added During Year	Total Number at end of Year	EQUIPPED WITH TRAIN BRAKE		CARS FITTED WITH AUTOMATIC COUPLER	
			Number	Kind	Number	Kind
Coal cars.....	.....	.....	.....	.....	.....	.....
Tank cars.....	.....	.....	.....	.....	.....	.....
Refrigerator cars.....	50	50	50	Westinghouse	50	Janney
Other cars .....	.....	.....	.....	.....	.....	.....
Total.....	1,104	4,754	1,054	Westinghouse	1,054	Janney
Cars in Company's Service—						
Gravel cars .....	.....	30	.....	.....	.....	.....
Derrick cars .....	.....	8	.....	.....	.....	.....
Caboose cars.....	30	70	.....	.....	80	Janney
Other road cars .....	.....	140	.....	.....	.....	.....
Total	30	248	.....	.....	80	Janney
Cars contributed to fast freight line service.....	.....	.....	.....	.....	.....	.....
Total owned.....	1,134	4,997	.....	.....	.....	.....
Cars leased.....	.....	.....	.....	.....	.....	.....
Grand Total.....	.....	.....	.....	.....	.....	.....

MILEAGE (BY STATES AND TERRITORIES) OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS		All	Steel	Rails.
									Iron	Steel			
Kansas.....	980.09	75.17	.....	.....	.....	.....	1055.26	.....	.....	.....	.....	.....	.....
Nebraska.....	90.30	51.20	.....	.....	.....	.....	141.50	.....	.....	.....	.....	.....	.....
Colorado.....	168.00	.....	.....	.....	.....	.....	168.00	.....	.....	.....	.....	.....	.....
Indian Territory...	23.24	.....	.....	.....	.....	.....	23.24	.....	.....	.....	.....	.....	.....
Total mileage owned (single track)	1261.63	126.37	.....	.....	.....	.....	1388.00	.....	.....	.....	.....	.....	.....

CHARACTERISTICS OF ROAD.

	ALIGNMENT				PROFILE					
	Number of Curves	Aggregate Length of Curved Line	Length of Straight Line	Length of Level Line	Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
Elwood,	222	Miles 57.33	Miles 382.21	Miles 81.74	248	Feet 5,808	Miles 231.20	205	Feet 5,749	Miles 183.00
Horton,	316	96.51	472.04	59.40	276	10,547	338.10	229	5,482	171.15
Heringt	53	10.70	138.76	23.59	54	1,177	44.76	78	1,456	75.11
Heringt	39	7.50	41.90	10.06	28	299	22.59	23	896	16.65
Bucklin,	14	2.43	28.39	6.17	96	235	12.90	26	154	6.80
McFarland, Kas.....	72	15.60	88.54	14.86	47	1,391	64.90	29	789	24.22
Fairbury, Neb.....	48	12.00	59.20	8.20	90	771	27.90	26	384	15.20
Total.....	799	202.26	1,185.74	210.02	719	20,118	793.26	611	12,410	445.73

Belleville, Kas.....	108.96
Nelson, Neb.....	51.20
Total.....	1,886.00

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number Iron, 71.

Trestles—

Number, 969.

Aggregate length, 90,938 feet.

Gauge of Track—

Standard, 4 feet, 8½ inches.

Telegraph—

Owned by this company, and Western Union Telegraph Company, jointly, 1,471 miles of line.

Owned by this company, and Western Union Telegraph Company, jointly, 3,037 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs. Depot at St. Joseph, Mo., Union Depot Company, St. Joseph; Depot at Kansas City, Mo., Union Depot Company, Kansas City; Depot at Denver, Colo., Union Depot and Railroad Company.

STATE OF KANSAS, }
COUNTY OF SHAWNEE. } ss.

WE, THE UNDERSIGNED, M. A. Low, president, and C. F. Jilson, treasurer, of the Chicago, Kansas & Nebraska Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing embrace all of the financial operations of said company during the period for which said return is made.

M. A. LOW,
President.

C. F. JILSON,
Treasurer.

Subscribed and sworn to before me this 21st day of September, 1889.

[SEAL]

E. W. CLINE,
Notary Public.

REPORT
OF THE
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY
COMPANY, CHICAGO, KANSAS &
NEBRASKA DIVISION.

FOR NINE MONTHS ENDING MARCH 31, 1889.

HISTORY.

Name of common carrier making this report? Chicago, Rock Island & Pacific Railway Company. (C., K. & N. Division.)

Date of organization? See report made by C., R. I. & P. Railway Company. Data not in Topeka office.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. See report made by C., R. I. & P. Railway Company.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same. See report made by C., R. I. & P. Railway Company.

Date and authority for each consolidation? See report made by C., R. I. & P. Railway Company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? See report made by C., R. I. & P. Railway Company.

ORGANIZATION.

NAMES OF DIRECTORS.

See report of Chicago, Rock Island & Pacific Railway Company, made at Chicago office, for names of directors.

Total number of stockholders at date of last election? See report of Chicago, Rock Island & Pacific Railway Company, made at Chicago office.

Date of last meeting of stockholders for election of directors? See report of Chicago, Rock Island & Pacific Railway Company, made at Chicago office.

Give postoffice address of general office? See report of Chicago, Rock Island & Pacific Railway Company, made at Chicago office.

Give postoffice address of operating office? See report of Chicago, Rock Island & Pacific Railway Company, made at Chicago office.

OFFICERS.

C., K. & N. DIVISION OF C., R. I. & P. RAILWAY COMPANY.

Assistant Treasurer—C. F. Jilson, Topeka, Kans.

Chief Engineer—H. A. Parker, Chicago, Ill.

General Attorney—M. A. Lowe, Topeka Kans.

Assistant Auditor—H. F. Morris, Topeka, Kans.

General Manager—H. A. Parker, and then E. St. John, Chicago, Ill.

Assistant to General Manager—W. K. McFarlin, Topeka, Kans

General Freight Agent—D. Atwood, Topeka, Kans.

Assistant General Freight Agent—G. A. Kimball, Denver, Colo.

Assistant General Passenger and Ticket Agent—S. F. Boyd, Topeka, Kans.

General Superintendent—W. I. Allen, Topeka, Kans.

Division Superintendent—C. Dunlap, Horton, Kans.

Division Superintendent—W. J. Lawrence, Colorado Springs, Colo.

Train Master, acting as Division Superintendent—C. H. Hubbell, Herington, Kans.

Assistant Superintendent of Telegraph—A. R. Lingafelt, Topeka, Kans.

Tax Commissioner—J. C. Cooper, Topeka, Kans.

PROPERTY OPERATED.

LINE OPERATED UNDER LEASE.

Name	Miles.
Chicago, Kansas & Nebraska Railway, from Elwood, Kas., to Liberal, Kas.....	439.54
Chicago, Kansas & Nebraska Railway, from Horton, Kas., to Roswell, Kas.....	568.65
Chicago, Kansas & Nebraska Railway, from Herington, Kas., to Pond Creek, I. T.....	149.46
Chicago, Kansas & Nebraska Railway, from McFarland, Kas., to Belleville, Kas.....	103.95
Chicago, Kansas & Nebraska Railway, from Fairbury, Neb., to Nelson, Neb.....	51.20
Chicago, Kansas & Nebraska Railway, from Herington, Kas., to Salina, Kas.....	49.30
Chicago, Kansas & Nebraska Railway, from Dodge City, Kas., to Bucklin, Kas.....	25.87
Total.....	1,388.00

LINE OPERATED UNDER TRACKAGE RIGHT.

Union Pacific Railway, from Kansas City, Mo., to North Topeka, Kas.....	68 00
Denver & Rio Grande Railway, from Denver, Col., to Pueblo, Col.....	119.60
Total.....	187.60
Grand Total.....	1,575.60

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....	\$ 202,850 03
Due from Agents	25,931 48
Net Traffic Balances due from other companies..	21,684 80
Due from solvent companies and individuals....	44,911 32
*Other Cash Assets, due from Chicago, Kansas & Nebraska Railway Construction Depart- ment, account material hauled, etc.....	584,999 07
Balance—Current Liabilities	733,944 80
Total.....	<u>\$1,614,321 50</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
MARCH 31, 1889.

Audited Vouchers and Accounts.....	\$ 187,945 30
Wages and Salaries	24,123 13
Net Traffic Balances due to other companies.....	28,608 32
Rentals due March 31.....	1,416,442 98
Miscellaneous.....	7,201 67
Total	<u>\$1,614,321 50</u>

*Materials and Supplies on hand. See General Balance Sheet.

INCOME ACCOUNT.

Gross Earnings from Operation. . . .	\$3,034,548 71	
Less Operating Expenses.....	2,319,934 50	
Income from Operation...	<u>\$714,614 21</u>	
Total Income.....		\$714,614 21
DEDUCTIONS FROM INCOME—		
Rentals, including Tracks, Yards and Terminals.....	\$910,364 61	
Taxes	230,724 57	
Total Deductions from Income		<u>1,141,089 18</u>
Deficit.....		<u>426,474 97</u>
Deficit from Operations of 9 months ending March 31, 1889.....		426,474 97
Deficit on June 30, 1888.....		307,469 83
Deficit on March 31, 1889.....		<u>733,944 80</u>

EARNINGS FROM OPERATION.

	Total Receipts	Deductions	Actual Earnings
PASSENGER—			
Passenger Revenue	\$799,849 69		
Tickets Redeemed.		\$3,553 83	
Other repayments.		662 64	
Total Deductions		<u>\$4,215 97</u>	
Total Passenger Revenue.....			\$795,633 72
Mail.....			64,608 25
Express			53,023 43
Extra Baggage and Storage.....			<u>7,768 58</u>
Total Passenger Earnings.....			\$921,033 98

	Total Receipts	Deductions	Actual Earnings
FREIGHT—			
Freight Revenue..	2,076,482 30		
Overcharge to ship- pers.....		29,683 89	
Total Freight Rev- enue			2,046,798 41
Total Freight Earn- ings.....			2,046,798 41
Total Passenger and Freight Earnings			\$2,967,798 41
OTHER EARNINGS FROM OPERATION—			
Car Mileage—Bal- ance.....			62,480 35
Rentals not other- wise provided for			4,232 47
Other sources.....			3 50
Total Other Earn- ings.....			66,716 32
Total Gross Earn- ings from Opera- tion.....			\$3,034,548 71

THIRD ANNUAL REPORT OF THE OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of Roadway.....	\$261,100 37	\$266,375 12	\$527,475 49
Renewals of Rails	7,945 55	8,106 05	16,051 60
Renewals of Ties.....	4,481 59	4,572 12	9,053 71
Repairs of Bridges and Culverts	15,835 19	16,155 08	31,990 27
Repairs of Fences, Road-cross- ings, Signs, and Cattle Guards	5,721 23	5,836 81	11,558 04
Repairs of Buildings.	31,102 18	31,730 50	62,832 68
Total.....	\$326,186 11	\$332,775 68	\$658,961 79
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of Loco- motives	\$88,559 83	\$90,348 91	\$178,908 74
Repairs and renewals of Pass- enger Cars.....	60,136 37	.....	60,136 37
Repairs and renewals of Freight Cars.....	.....	201,010 41	201,010 41
Total.....	\$148,696 20	\$291,359 32	\$440,055 52
CONDUCTING TRANSPORTATION—			
Wages of Enginemen, Firemen and Round-housemen.....	\$116,553 96	\$118,908 58	\$235,462 54
Fuel for Locomotives..	135,776 92	138,519 89	274,296 81
Water-supply for Locomotives	16,472 10	16,804 86	33,276 96
All other supplies for Locomo- tives.....	9,186 75	9,372 34	18,559 09
Wages of other Trainmen.....	52,171 15	92,893 19	145,064 34
All other train supplies.....	12,222 44	8,971 92	21,194 36
Expense of Telegraph, includ- ing Train Dispatchers and Operators.....	25,216 59	25,726 01	50,942 60
Wages of Station Agents, Clerks and Laborers.....	103,800 78	105,897 76	209,698 54

NEBRASKA BOARD OF TRANSPORTATION.

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Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Station supplies.....	12,073 58	12,317 49	24,391 07
Car Mileage—Balance.....	7,813 84	.....	7,813 84
Loss and Damage.....	13,867 39	14,147 53	28,014 92
Injuries to persons.....	6,151 09	6,275 35	12,426 44
Total....	\$511,306 59	\$549,834 92	\$1,061,141 51
GENERAL EXPENSES—			
Salaries of Officers.....	\$15,133 74	\$15,439 47	\$30,573 21
Salaries of Clerks.....	21,360 28	21,791 79	43,152 07
Agencies, including Salaries, Rent and Advertising	22,325 70	22,776 72	45,102 42
Commissions.....	16,623 61	.....	16,623 61
*Rentals not otherwise provided for	10,570 00	19,711 83	30,281 83
Legal Expenses... ..	708 67	723 00	1,431 67
Stationery and Printing.....	16,932 56	17,247 64	34,207 20
Other General Expenses.....	9,388 83	9,578 50	18,967 33
Total.....	\$91,903 39	\$67,872 29	\$159,775 68
RECAPITULATION OF EXPENSES—			
Maintenance of Way and Struc- tures	\$326,186 11	\$332,775 68	\$658,961 79
Maintenance of Equipment....	148,696 20	291,359 32	440,055 52
Conducting Transportation....	511,306 59	549,834 92	1,061,141 51
General Expenses.....	91,903 39	67,872 29	159,775 68
Grand Total.....	\$1,078,092 29	\$1,241,842 21	\$2,319,934 50
Percentage of Operating Ex- penses to Earnings.....	76.45	.....	.....

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Chicago, Kansas & Nebraska Railway and privileges	\$910,364 61
Total Rentals—A.....	\$910,364 61

*This item, \$30,281.83, was reported last year, but as same was chargeable to construction account, operating expenses has since received credit.

THIRD ANNUAL REPORT OF THE
GENERAL BALANCE SHEET.

Dr.

Cash and Current Assets.....	\$880,376 70
Profit and Loss.....	733,944 80
Total.....	<u>\$1,614,321 50</u>

Cr.

Current Liabilities.....	\$1,614,321 50
Total	<u>\$1,614,321 50</u>

CASH STATEMENT OF FINANCIAL OPERATIONS FOR
THE 9 MONTHS ENDING MARCH 31.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operation.....	\$ 714,614 21
Total.....	\$ 714,614 21

INCREASE IN LIABILITIES:

Increase in Current Liabilities..	910,864 61
Rents due, other items.....	43,843 74
Total.....	<u>954,208 35</u>

MISCELLANEOUS:

Material and Supplies	134,203 43
Grand Total.....	<u>\$1,803,025 99</u>

RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Rentals.....	\$910,364 61
Taxes.....	230,724 57
Total.....	<u>\$1,141,089 18</u>

INCREASE IN ASSETS:

Cash on hand.....	\$78,796 85	
Cash Assets.....	588,140 46	
		<hr/>
Total		661,936 81
		<hr/>
Grand Total.....		\$1,803,025 99
		<hr/>

IMPORTANT CHANGES DURING THE YEAR.

All extensions of road put in operation? From Goodland, Kas., to Colorado Springs, 183.3 miles; from Caldwell, Kas., to Pond Creek, Ind. Ter., 25 miles; right over Denver & Rio Grande Railroad tracks from Denver to Pueblo, 119.6 miles.

All leases taken or surrendered? On December 29, 1888, the St. Joseph & Iowa Railroad Company sold, assigned, transferred and set over to the Chicago, Rock Island & Pacific Railway Company, by its deed of that date, all of its railway property, rights, franchises and immunities, including its lease with the Chicago, Kansas & Nebraska Railway, made May 15, 1886, embracing all the Chicago, Kansas & Nebraska line built or to be built, together with their rights, privileges and franchises possessed or to be thereafter possessed by the Chicago, Kansas & Nebraska Company. On December 31, 1888, the Chicago, Kansas & Nebraska Railway Company, the St. Joseph & Iowa Railroad Company, and the Chicago, Rock Island & Pacific Railway Company ratified the sale above mentioned.

NOTE—In March, 1889, when the line of the Chicago, Kansas & Nebraska Railway was made a division of the Chicago, Rock Island & Pacific Railway Company the latter company purchased all the unused material and supplies on the line, the operating department charging the amount of same to the Const. Company, who in turn were allowed credit for same by the Chicago, Rock Island & Pacific Railway Company in their account of advances made. The rental to date amounting to \$1,416,442.98 due the Const. Company was also assumed by the Chicago, Rock Island & Pacific Railway Company, and the Chicago, Kansas & Nebraska Railway Company was allowed credit in the same manner.

CONTRACTS AND AGREEMENTS.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers:

Express Companies? The United States Express Company pays us at the rate of \$71,100 per annum.

Mails? The United States Post Office Department paid us for transporting mails, etc., as follows: Route No. 33075, St. Joseph to Pratt, 298.89 miles, \$26,320.75 per annum; route No. 33075, Pratt to Liberal, 135.25 miles, \$17,345.81 per annum; route No. 33076, Horton to Nelson, 167.26 miles, \$12,298.61 per annum; route No. 33082, Herington to Caldwell, 123.73 miles, \$9,944.18 per annum; route No. 33089, Belleville to McFarland, 104.78 miles, \$10,661.36 per annum; route No. 33092, Bucklin to Dodge City, 25.55 miles, \$1,135.01 per annum; route No. 33096, Herington to Salina, 49.89 miles, \$2,175.70 per annum; route No. 34050, Fairbury to Phillipsburg, 129.04 miles, \$7,170.75 per annum; route No. 34050, Phillipsburg to Colorado Springs, 325.43 miles, \$35,894.91 per annum.

Sleeping, Parlor or Dining Car companies? Agreement February 19, 1887, between the St. Joseph & Iowa Railroad Company, lessee of the Chicago, Kansas & Nebraska Railway, whereby the Chicago, Kansas & Nebraska Company pays the Pullman Palace Car Company for sleeping cars, one-half cost of cars with 10 per cent. added for superintendence and use of fixed capital. Each party owns an undivided one-half interest in sleeping cars. The railway company lets, leases and demises to the Pullman Company its undivided one-half of said cars from August 1, 1887, to January 1, 1895. The Pullman Company will keep the inside of cars in good repair at its own expense, excepting, lights, ice, bell cords, which are furnished by the Railway Company, together with all material for

keeping the outside of cars in good running order, and also hauls cars free of charge. Each company receives one-half of all net profits or stands one-half of all net losses. One party may terminate lease on the failure of the other party to perform any of the conditions of contract, or the railroad company may also elect to terminate the lease on January 1, 1891.

Other Railroad Companies? Agreement of September 14, 1888, with the St. Joseph & Grand Island Railroad Company, by a payment of \$2,900 to St. Joseph & Grand Island Railroad, own the undivided one-half of depot buildings and platforms at Wathena, Kas., and obtain the right to use the St. Joseph & Grand Island Railroad tracks from the end of the tracks built by the St. Joseph Bridge Building Company, west to the town of Elwood, Kas. All expenses for repairing, maintaining and operating to be paid for jointly by the Chicago, Kansas & Nebraska Railway and the St. Joseph & Grand Island Railroad. Lease made May 15, 1886, from Chicago, Kansas & Nebraska Railway to St. Joseph & Iowa Railroad, of all its railway and appurtenant property for a term of 999 years, making same a part of the railway system of the Chicago, Rock Island & Pacific Railway Company. The St. Joseph & Iowa Railroad Company agrees to pay a sum equal to 80 per cent. of the gross earnings and pay all taxes and assessments, and make necessary renewals and repairs. The rental may be applied by the St. Joseph & Iowa Railroad Company to the payment of past due principal and interest of the indebtedness of the Chicago, Kansas & Nebraska Railway Company secured by mortgage or other lien upon the whole or any part of the property let or demised. If the St. Joseph & Iowa Railroad Company shall have advanced any moneys for the payment of such due principal or interest for the purpose of protecting the

demised property and its interest therein, it may apply such rentals as they accrue to reimburse itself for all sums so advanced. If after making such application of the rentals, any surplus shall remain, it shall be paid over to the order of the Chicago, Kansas & Nebraska Railway Company.

Telegraph companies? Contract between Western Union Telegraph Company and St. Joseph & Iowa Railroad of July 21, 1886, that at all places where the railroad company shall have telegraph offices, the railroad company operators shall receive, transmit and deliver commercial or public messages, charge the tariff rates and shall pay over to the telegraph company monthly all sums thus received. The messages of the officers and agents of the Chicago, Kansas & Nebraska Railway Company, the Chicago, Rock Island & Pacific Railway Company and the St. Joseph & Iowa Railroad Company, shall be transmitted free of charge over the wires set apart for the business of said companies. For railroad business over the telegraph company's lines beyond or off the lines of said railroads, agree to pay the telegraph company one-half of its rates in excess to \$500 monthly. The provisions of this contract to extend to all railroads now owned, leased or controlled by said railroad company and to all branches and extensions thereof; to continue in force for twenty-five years from August 1, 1886, and shall continue after close of said term until the expiration of six months after written notice shall have been given after the close of said term by either party to the other, of an intention to terminate the same.

EMPLOYEES AND SALARIES.

Class.	No.	Total Yearly Compensation	Av. Daily Com- pensation
General Officers.....	17	\$32,762 44	
General Office Clerks.....	116	73,497 29	\$2 31
Station Agents.....	154	67,753 22	1 61
Other Station Men.....	116	42,240 53	1 33
Enginemen	151	142,656 37	3 45
Firemen.....	150	82,812 00	2 01
Conductors.....	96	71,770 49	2 73
Other Trainmen.....	201	90,050 42	1 63
Machinists.....	175	94,076 12	2 29
Carpenters.....	110	61,757 85	2 39
Other Shopmen.....	363	153,936 56	1 81
Section Foremen....	216	95,417 92	1 61
Other Trackmen.....	1052	377,881 91	1 53
Switchmen, Flagmen and Watchmen.....	88	45,802 10	1 89
Telegraph Operators and Dis- patchers	104	45,976 32	1 61
All other Employes and Labor- ers.....	261	130,064 33	1 82
Total.....	3,370	\$1,608,455 87	

DISTRIBUTION OF ABOVE.

General Administration.....	133	\$106,259 73
Maintenance of Way and Struc- tures.....	1,529	603,364 16
Maintenance of Equipment.....	648	309,770 53
Conducting Transportation.....	1,060	589,061 45
Total	3,370	\$1,608,455 87

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic—

Number of passengers carried earning revenue, 458,067.

Number of passengers carried one mile, 30,982,000.

Average distance carried, 66.96.

Total passenger revenue, \$795,633.72.

Average amount received from each passenger, \$1.73694.

Average receipts per passenger per mile, \$.02593.

Estimated cost of carrying each passenger one mile, \$.03480.

Passenger earnings per train-mile, \$.50067.

Freight Traffic—

Number of tons carried of freight earning revenue, 599,-
248.

Number of tons carried one mile, 130,389,433,

Average distance haul of one ton, 218.

Total freight revenue, \$2,046,798.41.

Average amount received for each ton of freight, \$3.41561

Average receipts per ton per mile, \$.1570.

Estimated cost of carrying one ton one mile, .00952.

Freight earnings per train-mile, \$1.26350.

Passenger and Freight—

Passenger and freight earnings, \$2,842,432.13.

Number of passenger trains, estimated, 10,220.

Number of freight trains, 17,480.

Train Mileage—

Miles run by passenger trains, 1,589,132.

Miles run by freight trains, 1,619,995.

Total mileage trains earning revenue, 3,209,127.

Miles run by switching trains, 435,370.

Miles run by construction and other trains, 392,028.

Grand total train mileage, 4,036,525.

Mileage of loaded freight cars—East, 6,650,934.

Mileage of loaded freight cars—West, 10,083,188.

Mileage of empty freight cars—East, 5,308,346.
 Mileage of empty freight cars—West, 2,455,386.
 Average number of freight cars in train, 16.
 Average number of loaded cars in train, 10.9.
 Average number of empty cars in train, 5.1.
 Average number of tons of freight in train, 34.2.
 Average number of tons of freight in each loaded car,
 3.1.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity	East Freight Tons	West Freight Tons	Total Freight Tonage	
			Tons	Per Cent
PRODUCTS OF AGRICULTURE—				
Grain... ..	27,252	56,914	84,166	14.05
Flour.....	4,420	5,666	10,086	1.68
Other Mill Products.....	3,837	1,770	5,607	.94
Hay.....	7,052	12,910	19,962	3.33
Tobacco.....	75	38	113	.02
Cotton.....	.....	1	1	
Fruit and Vegetables.....	10,362	1,807	12,169	2.03
PRODUCTS OF ANIMALS—				
Live Stock.....	28,920	62,857	91,777	15.31
Dressed Meats.....	416	619	1,035	.17
Other Packing-house Pro- ducts	194	118	312	.05
Poultry, Game and Fish.....	41	30	71	.01
Wool	70	24	94	.02
Hides and Leather.....	168	540	708	.13
PRODUCTS OF MINES—				
Anthracite Coal.....	2,041	1,723	3,764	.63
Bituminous Coal.....	52,815	42,778	95,593	15.95
Coke	163	2	165	.03
Ores	53	3,654	3,707	.64
Stone, Sand and other like articles	22,764	21,499	44,263	7.39
Salt	3,903	9,865	13,768	2.29

Commodity	East Freight Tons	West Freight Tons	Total Freight Tonage	
			Tons	Per Cent
PRODUCTS OF FORESTS—				
Lumber	42,734	30,016	72,750	12.14
Railroad Ties.....	743	22,994	23,737	3.96
MANUFACTURES—				
Petroleum and other Oils	1,491	618	2,109	.34
Sugar	1,034	915	1,949	.32
Iron, Pig and Bloom	6,758		6,758	1.13
Iron and Steel Rails.....		20,352	20,352	3.39
Other Castings and Machi- nery	1,848	437	2,285	.38
Bar and Sheet Metal	6,441	3,159	9,600	1.63
Cement, Brick and Lime	6,649	5,237	11,886	1.98
Agricultural Implements ..	1,121	422	1,543	.25
Wagons, Carriages, Tools, Etc.....	491	493	984	.16
Wines, Liquors and Beer	769	187	956	.16
Household Goods and Fur- niture.....	2,809	2,751	5,560	.92
Merchandise.....	25,612	17,014	42,626	7.11
MISCELLANEOUS—				
Other commodities not men- tioned above.....	4,842	3,950	8,792	1.46
Total Tonnage	267,888	331,360	599,248	100.

ACCIDENTS TO PERSONS.

EMPLOYEES

	SWITCHMEN, FLAGMEN AND WATCHMEN		OTHER EMPLOYEES		TOTAL	
	Injured	Killed	Injured	Killed	Injured	Killed
Falling from trains and engines.	2	...	3	...	1	...
Overhead obstructions	1	...	...	...	1	...
Collisions	...	...	...	...	...	1
Derailments	...	...	...	...	...	...
Other train accidents	1	...	...	...	2	...
At highway crossings	...	...	...	...	...	...
At stations	...	...	...	...	...	...
Other causes	...	...	...	...	8	...
Totals	4	...	3	...	12	1
	1	...	...	...	...	19

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
FROM--	TO—	MILES	Number of Curves	Aggregate Length of Curved Line	Length of Straight Line	Length of Level Line	ASCENDING GRADES			DESCENDING GRADES		
							Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
Elwood, Kas.....	S. W. State Line, Kas.....	439.54	222	57.33	382.21	Miles 81.74	248	5,808	Miles 221.20	205	3,749	Miles 136.60
Horton, Kas...	Roswell, Colo.....	568.65	316	96.61	472.04	59.40	276	10,547	338.10	229	5,482	171.15
Herington, Kas...	Pond Creek, Ind. Ter	149.46	53	10.70	138.76	29.59	54	1,177	44.76	73	1,456	75.11
Herington, Kas.....	Salina, Kas.....	49.30	39	7.50	41.80	10.06	28	299	22.59	23	396	16.65
Bucklin, Kas..	Dodge City, Kas... ..	25.87	14	2.48	23.39	6.17	36	225	12.90	26	154	6.80
McFarland, Kas	Belleville, Kas.....	103.98	72	15.60	88.34	14.86	47	1,291	64.90	29	789	24.22
Fairbury, Neb	Nelson, Neb.....	51.20	43	12.00	39.20	8.20	30	771	27.80	26	384	15.20
Total .....	.....	1,388.00	759	202.26	1,185.74	210.02	719	20,118	732.25	611	12,410	445.73

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number iron, 71.

Trestles—

Number, 969.

Aggregate length, 90,983 feet.

Gauge of track—

Standard, 4 feet, 8½ inches.

Telegraph—

Operated by this company, March 31, 1889, 1,427 miles of line.

Operated by this company, March 31, 1889, 2,949 miles of wire.

GENERAL INFORMATION.

Name all the Associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Trans-Missouri Association. Trans-Continental Association. Colorado & Utah Railway Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. None.

STATE OF KANSAS, }
COUNTY OF SHAWNEE. } ss.

WE, THE UNDERSIGNED, W. I. Allen, general superintendent, and C. F. Jilson, assistant treasurer, of the Chicago, Rock Island & Pacific Railway Company, Chicago, Kansas & Nebraska Division, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. I. ALLEN,
General Superintendent.

C. F. JILSON,
Treasurer.

Subscribed and sworn to before me this 21st day of September, 1889.

[Seal.]

E. W. CLINE,
Notary Public.

REPORT
OF THE
FREMONT, ELKHORN & MISSOURI VALLEY
RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? Fremont, Elkhorn & Missouri Valley Railroad Company.

Date of organization? Articles dated January 20, 1869.

Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under general railroad law of State of Nebraska.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same. Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? Not a reorganized company.

DIRECTORS.

Marvin Hughitt, Chicago, Ill., May, 1890.

Albert Keep, “ “

Joseph B. Redfield, “ “

Martin L. Sykes, New York, N. Y., May, 1890.

Philo E. Hall, Cedar Rapids, Iowa, “

Horace Williams, Clinton, “ “

David P. Kimball, Boston, Mass., “

Total number of stockholders at date of last election? Ten.

Date of last meeting of stockholders for election of directors?

May 17, 1889.

Give postoffice address of general offices? Chicago, Ill., and Omaha, Neb.

Give postoffice address of operating office? Omaha, Neb.

OFFICERS.

President—Marvin Hughitt, Chicago, Ill.

Vice-President—Albert Keep, Chicago, Ill.

Secretary—Joseph B. Redfield, Chicago, Ill.

Treasurer—Marshall M. Kirkman, Chicago, Ill.

Chief Engineer—James E. Ainsworth, Omaha, Neb.

General Counsel—William C. Goudy, Chicago, Ill.

General Attorney—John B. Hawley, Omaha, Neb.

Comptroller—Marshall M. Kirkman, Chicago, Ill.

Auditor—Joseph B. Redfield, Chicago, Ill.

General Manager—Horace G. Burt, Omaha, Neb.

General Passenger Agent—John R. Buchanan, Omaha, Neb.

General Freight Agent—Kingsley C. Morehouse, Omaha, Neb.

General Superintendent—Charles C. Hughes, Omaha, Neb.

Division Superintendent—Edwin T. Horn, Fremont, Neb.

Division Superintendent—Edmund C. Harris, Norfolk, Neb.

Division Superintendent—Henry C. Mahanna, Chadron, Neb.

Superintendent of Telegraph—William P. McFarlane, Missouri Valley, Iowa.

General Baggage Agent—Oliver W. Whittlesey, Missouri Valley, Iowa.

Land Commissioner—Charles E. Simmons, Chicago, Ill.

PROPERTY OPERATED.

MAIN LINE OWNED—

	Miles.	
Fremont, Elkhorn & Missouri Valley Railroad, from Omaha to Wyoming Territory line	497.22	497.22

BRANCH LINE OWNED—

Fremont, Elkhorn & Missouri Valley Railroad, from Fremont to Hastings.....	127.26	
From Linwood to Superior.....	122.86	
From Junction near Scribner to Oakdale, (via Albion).....	118.91	
From Platte River to Lincoln	45.11	
From Norfolk Junction to Verdigre.....	54.04	
From Dakota Junction to Whitewood...	135.24	
From Irvington to South Omaha.....	10.36	608.78

LINES OPERATED UNDER LEASE—

Wyoming Central Railway, from the Nebraska State line to Casper	130.46	130.46
---	--------	--------

LINE OPERATED UNDER TRackage RIGHTS—

Sioux City & Pacific Railroad, from Fremont to Missouri Valley.....	37.61	
Chicago, St. Paul, Minneapolis & Omaha Railway, from Omaha to Blair.....	24.70	62.31
Total Mileage Operated		1,298.77

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Market Price of Shares		Dividends Declared During Year	
				June 30, 1889.	Average for Year	Rate	Amount
Capital Stock—							
Common.....	\$100 00	\$30,000,000 00	\$25,050,000 00	Not listed.		.....	.....
Preferred.....	.....	.....	.....	No market value.		.....	.....
TOTAL.....	.....	\$30,000,000 00	\$25,050,000 00	.....	.....	.....	.....
MANNER OF PAYMENT FOR CAPITAL STOCK							
Issued for Cash—		Total Cash Realized		GIVE PARTICULARS AND EXPLANATIONS			
Common.....	6,900	\$ 690,000 00		Issued at par for construction purposes.			
Preferred.....	.....	.....			
Issued for Construction—							
Common.....	243,600	.....				
Preferred.....	.....	.....			
Issued for Reorganization—							
Common.....	.....	.....			
Preferred.....	.....	.....			
Total.....	250,500	.....				

FUNDED DEBT.**COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.**

Consolidated 6 per cent bonds, issued October 1, 1883, due October 1, 1933; amount of authorized issue, \$20,000 per mile of constructed road; amount issued, \$16,700,000; amount outstanding, \$16,700,000; interest, 6 per cent., payable April 1 and October 1; amount of interest accrued during year, \$811,746.87; amount of interest paid during year, \$810,726.87.

CAR TRUST OBLIGATIONS.

General Statement—Car Trust bonds, issued March 1, 1883, term, 13 years; number of payments, 13; equipment covered, 16 locomotives, 190 stock cars, 300 box cars, 100 flat cars, 7 passenger coaches, 1 baggage car, and 4 combination cars.

Statement of Amount—Car Trust bonds, original amount, \$519,000; amount outstanding, \$280,000; amount of interest accrued during year, \$18,540; amount of interest paid during year, \$18,660; interest 6 per cent.

RECAPITULATION OF FUNDED DEBT.

	Amount Issued	Amount Outstanding	INTEREST	
				Amount Paid During Year
Bonds	\$16,700,000 00	\$16,700,000 00		\$810,726 87
Car Trust (	519,000 00	280,000 00		18,660 00
Receiver's	.....	.....		.....
Total	\$17,219,000 00	\$16,980,000,00		\$829,386 87

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....\$ 106,034 26

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 30, 1889.

Matured interest coupons unpaid, (including coupons due July 1).....	\$4,020 00
Balance—Cash Assets.....	\$102,014 26
Total.....	<hr/> \$106,034 26

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

TOTAL AMOUNT OUTSTANDING	APPORTIONMENT		AMOUNT PER MILE OF ROAD		Explanatory Remarks
	To Railroads	To Other Properties	Miles	Amount	
25,050,000 00	\$25,050,000 00	.....	1,106	\$22,649 19	.....
16,700,000 00	16,700,000 00	.....	1,106	15,099 46	.....
280,000 00	280,000 00	.....	1,106	253 16	.....
Receiver's Certfs. ....	.....	.....	.....	.....	.....
Total	\$42,030,000 00	.....	1,106	\$38,001 81	.....

RECAPITULATION.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD	CAPITAL STOCK	FUNDED DEBT	CURRENT LIABILITIES	TOTAL	AMOUNT PER MILE OF ROAD	
					Miles	Amount
Fremont, Elkhorn & Missouri Valley Railroad.....	\$25,050,000 00	\$16,980,000 00	\$4,020 00	\$42,034,020 00	1100.00	\$38,005 44
Wyoming Central Railway (leased by Fremont, Elkhorn & Missouri Valley Railroad)	\$2,100,000 00	\$2,040,000 00	\$1,942 67	\$4,141,942 67	130.46	\$31,748 76
GRAND TOTAL.....	\$27,150,000 00	\$19,020,000 00	\$5,962 67	\$46,175,962 67	1236.46	\$37,345 29

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM	EXPENDITURES DURING THE YEAR			Credits, Prop- erty and Ma- terials Sold	Differences or Net Addi- tions to Prop- erty, etc.
	Included in Operating Expenses	Not Included in Operating Expenses	Total Expenditures		
CONSTRUCTION—					
Right of Way	\$21,914 45	\$21,914 45	\$2,626 77	\$19,288 68
Masonry	14,890 10	14,890 10	.....	14,890 10
Structures	18,680 12	18,680 12	.....	18,680 12
Other Items	1,459 50	1,459 50	.....	1,459 50
Total Construction	5,871 57	5,871 57	.....	5,871 57
Other Items	471 60	471 60	.....	471 60
Total Construction	38,983 48	38,983 48	.....	38,983 48
Other Items	2,120,883 74	2,120,883 74	.....	2,120,883 74
Total Construction	† 42,832 00	† 42,832 00
*EQUIPMENT—					
Total Construction	\$2,222,604 56	2,222,604 56	45,457 77	2,177,146 79
Grand Total Construction and Equipment	2,222,604 56	\$2,222,604 56	\$45,457 77	\$2,177,146 79

* The pi
† On the
charged to O
† Credit

the year is included in the "Road built by Contract," as shown above.
of the road petty expenditures for construction amounting to less than \$250.00 each are
and City Bonds received to aid in construction of road.

COST OF ROAD AND EQUIPMENT.

ITEM	Total Cost to June 30, 1898.	Net Additions During Year	Total Cost to June 30, 1899.	Cost per Mile
CONSTRUCTION—				
Right of way.....	\$19,288.68	.....	.....
Other Real Estate.....
Fences.....	14,890.10	.....	.....
Grading and Bridge and Culvert..
Masonry.....	18,680.12	.....	.....
Bridges and Trestles.....	1,459.50	.....	.....
Rails.....
Ties.....
Other Superstructure.....
Buildings, Furniture and Fixtures..	5,871.57	.....	.....
Shop Machinery and Tools.....
Engineering Expenses.....
Construction.....
Utilities sold for Con- struction.....
Telephone Line.....	471.60	.....	.....
, etc.....
and Yard Extensions.....	88,933.48	.....	.....
Terminal Facilities and Elevators..
Road Built by Contract.....	2,120,383.74	.....	.....
Purchase of Constructed Road.....
Other items.....	(Or 42,832.00	.....	.....
Total Construction.....	\$40,096,734.18	\$2,177,146.79	\$42,273,880.97	\$38,222.92

NOTE.—The price of equipment added during the year is included in the "Road built by Contract" as shown above.

INCOME ACCOUNT.

Gross Earnings from Operation. . . .	\$3,086,677 17	
Less Operating Expenses.	1,831,647 38	
	<hr/>	
Income from Operation.		\$1,255,029 79
Interest on Bonds owned.	660.00	
Income from Other Sources		660 00
		<hr/>
Total Income.		\$1,255,689 79
DEDUCTIONS FROM INCOME—		
Interest on Funded Debt accrued	830,286 87	
Rentals, including Tracks, Yards		
and Terminals.	113,999 38	
Taxes	198,853 31	
	<hr/>	
Total Deductions from Income		1,138,189 56
		<hr/>
Net Income.		117,550 23
Surplus from Operations of year		
ending June 30, 1889.		117,550 23
Surplus to June 30, 1888.		1,199,863 56
		<hr/>
Surplus on June 30, 1889.		\$1,317,413 79

EARNINGS FROM OPERATION.

	Total Receipts	Deductions	Actual Earnings
PASSENGER—			
Passenger Revenue	\$733,583 01		
Tickets Redeemed.		\$1,523 22	
Excess Fares re- funded		98 51	
		<hr/>	
Total Deductions		\$1,621 73	
Total Passenger Revenue.....			\$731,961 28
Mail.....			136,543 19
Express			78,786 31
Extra Baggage and Storage.....			11,097 60
Other items			1,676 33
			<hr/>
Total Passenger Earnings.....			\$960,064 71
FREIGHT—			
Freight revenue...	\$2,133,200 15		
Overcharge to shippers.....		\$16,944 82	
Other repayments.		7 13	
		<hr/>	
Total deductions ..		\$16,951 95	
		<hr/>	
Total f'gt revenue.			\$2,116,248 20
Other items—			
Total revenue...		577.25	
Less overcharge.		405.91	171 34
		<hr/>	
Total freight earn- ings			\$2,116,419 54
			<hr/>
Total passenger and freight earn- ings.....			\$3,076,484 25

	Total Receipts	Deductions	Actual Earnings
OTHER EARNINGS FROM			
OPERATION—			
Switching charges			
—balance			8,203 51
Rentals not other-			
wise provided for			4,828 53
Other sources.....			2,160 88
Total other earn-			
ings			10,192 92
Total gross earn-			
ings from opera-			
tion			\$3,086,677 17

BONDS OWNED.

NAME.	Total Amount Held	Rate	Income or Interest Received
Car Trust Bonds.....	\$1,000 00	6	\$60 00
Interest received on the follow-			
ing Bonds, sold during the			
year, viz.....			
City of Lincoln Bonds, 12,-			
000.....		5	300 00
Precinct of Manchester,			
10,000.....		6	300 00
Total	\$1,000 00		\$660 00

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item	Chargeable to Passenger Traffic	Chargeable to Freight Traffic	Total
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of Roadway.....	\$109,530 41	\$186,178 04	\$295,708 45
Renewals of Rails.....	16,203 69	27,542 78	43,746 47
Renewals of Ties.....	13,511 96	22,967 41	36,479 37
Repairs of Bridges and Culverts	26,871 70	45,673 38	72,545 08
Repairs of Fences, Road-cross- ings, Signs, and Cattle Guards	2,235 42	3,799 72	6,035 14
Repairs of Buildings.....	11,504 32	19,554 85	31,059 17
Repairs of Telegraph.....	1,981 96	3,368 91	5,350 87
Total.....	\$181,839 46	\$309,085 09	\$490,924 55
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of Loco- motives.....	\$21,468 71	\$58,478 42	\$79,947 13
Repairs and renewals of Pas- senger Cars.....	19,684 58		19,684 58
Repairs and renewals of Freight Cars.....		55,718 52	55,718 52
Shop Machinery, Tools, etc..	1,140 55	1,938 68	3,079 23
Total.....	\$42,293 84	\$116,135 62	\$158,429 46
CONDUCTING TRANSPORTATION—			
Wages of Enginemen, Firemen, and Round-housemen.....	\$80,621 11	\$137,038 47	\$217,659 58
Fuel for Locomotives.....	112,242 54	207,785 92	330,028 46
Water-supply for Locomotives	3,162 28	5,375 20	8,537 48
All other supplies for Loco- motives.....	4,202 43	7,143 23	11,345 66
Wages of other Trainmen.....	43,414 15	102,687 67	146,101 82
All other train supplies.....	12,893 65	8,270 84	21,164 49
Wages of Switchmen, Flagmen, and Watchmen.....	9,841 06	16,727 68	26,568 74

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Expense of Telegraph, including Train Dispatchers and Operators.....	13,540 58	23,016 05	36,556 63
Wages of Station Agents, Clerks, and Laborers.....	63,144 17	107,331 46	170,475 63
Station supplies.....	6,361 53	10,813 24	17,174 77
Car Mileage—Balance.....	16,522 93 Cr.	14,978 16	1,544 77
Loss and Damage.....	802 83	39,338 82	40,141 65
Injuries to persons.....	8,976 80	22,330 61	31,307 41
Total.....	\$385,726 06	\$672,881 03	\$1,058,607 09
GENERAL EXPENSES—			
Salaries of Officers.....	\$14,176 16	\$24,096 42	\$38,272 58
Salaries of Clerks.....	9,263 27	15,745 56	25,008 83
General Office Expenses and Supplies.....	4,228 73	7,187 94	11,416 67
Agencies, including Salaries and Rent.....	3,189 46	5,421 40	8,610 86
Advertising.....	1,184 04	2,012 60	3,196 64
Commissions.....	1,108 98		1,108 98
Insurance.....	20 21	34 36	54 57
Expense of Traffic Associations	634 23	1,078 06	1,712 29
Rentals not otherwise provided for.....	2,302 55	3,913 84	6,216 39
Legal Expenses.....	4,314 81	7,334 24	11,649 05
Stationery and Printing.....	6,089 16	10,350 26	16,439 42
Total.....	\$46,511 60	\$77,174 68	\$123,686 28
RECAPITULATION OF EXPENSES—			
Maintenance of Way and Structures.....	\$181,839 46	\$309,085 09	\$490,924 55
Maintenance of Equipment....	42,293 84	116,135 62	158,429 46
Conducting Transportation....	385,726 06	672,881 03	1,058,607 09
General Expenses.....	46,511 60	77,174 68	123,686 28
Grand Total.....	\$656,370 96	\$1,175,276 42	\$1,831,647 38
Percentage of Operating Expenses to Earnings.....	\$68.01	\$55.40	\$59.34

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Wyoming Central Railway—Interest on Bonds guaranteed.....	\$1,600 00
Total Rentals—A.....	\$1,600 00

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

TRACKS:

Missouri Valley to Fremont, Sioux City & Pacific Railroad.....	\$13,441 23
Omaha to Blair, Chicago, St. Paul, Minne- apols & Omaha Railway.....	18,958 15
Total Rentals—B.....	\$32,399 38
Grand Total Rentals Paid—A and B..	\$113,999 38

GENERAL BALANCE SHEET.

DR.

Cost of Road—Cost of Equipment	\$42,273,880 97
Bonds owned	1,000 00
Cash and Current Assets.....	106,034 26
Chicago & Northwestern Railway Company..	1,090,578 56
Total.....	\$43,471,493 79

CR.

Capital Stock	\$25,050,000 00
Funded Debt.....	16,980,000 00
Current Liabilities	4,020 00
Accrued Interest on Funded Debt not yet pay- able.....	120,060 00
Profit and Loss	1,317,413 79
Total.....	\$43,471,493 79

CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operation.....	\$1,255,029 79	
From other Sources.....	660 00	
Total.....		\$1,255,689 79

INCREASE IN LIABILITIES:

Sale of Stocks.....	1,850,000 00	
Sale of Bonds.....	900,000 00	
Total.....		2,250,000 00

MISCELLANEOUS:

Sale of Securities owned.....	84,832 00	
Total.....		84,832 00

Grand Total.....		<u>\$3,590,521 79</u>
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RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt paid	\$829,386 87	
Rentals	118,999 38	
Taxes.....	193,853 31	
Total.....		1,137,239 56

BETTERMENTS TO PROPERTY:

Construction of New Road...	2,077,791 71	
Other Permanent Improve- ments.....	99,595 05	
Total.....		2,177,386 76

DECREASE IN LIABILITIES:

Reduction in Funded Debt...	39,000 00	
Total.....		39,000 00

INCREASE IN ASSETS:

Cash on hand.....	106,034 26	
Other Assets.....	88,269 18	
Total.....		194,303 44

MISCELLANEOUS:

Discount on Bonds Sold	42,592 03	
Total.....		42,592 03
Grand Total.....		<u>\$8,590,521 79</u>

IMPORTANT CHANGES DURING THE YEAR.

During the year for which this report is made the following extensions have been put in operation, viz:

September 4, 1888, from Creighton to Verdigrée, 11.98 miles.

September 6, from Geneva to Superior, 45.33.

On October 8, 1888, this commenced to operate under the lease dated August 31, 1886, the Wyoming Central Railway Company's line from Glen Rock to Casper, W. T., 24.80 miles.

On November 30, 1888, the Chicago, St. Paul, Minneapolis & Omaha Railway Company leased to this company the joint use of its tracks between Blair and Omaha, Neb., together with all depots, sidings and terminal facilities.

No new mortgages have been made during the year, but \$900,000 of bonds have been issued under the original mortgage which covers all extensions made by this company.

Thirty-nine thousand dollars S. C. & P. Car Trust bonds have been redeemed and cancelled during the year.

Capital stock has been issued during the year amounting to 13,500 shares in payment for construction.

CONTRACTS, AGREEMENTS, ETC.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers.

Express Companies? This company has a contract with Wells, Fargo & Company dated November 22, 1886, by which the express company agrees to pay 20 cents per mile per day, thirty days per month, for the carriage of an

average daily weight of 6,000 pounds of express matter (4,000 westward and 2,000 pounds eastward), and to pay 30 cents per 100 pounds for any excess weight. The railroad company to carry messengers, packing trunks, etc., free, and the express company to carry the railroad company's express matter free.

Mails? This company carries United States mails upon orders of the postoffice department for such compensation as may be from time to time fixed.

Sleeping, Parlor or Dining Car Companies? Sleeping cars owned by the Wagner Palace Car Company are run on this company's line. That company makes and collects all charges. No contract.

Other Railroad Companies? An agreement with the Sioux City & Pacific Railroad Company dated November 1, 1884, by which this company obtains the right to joint use with that company of the tracks of the Sioux City & Pacific Railroad Company between Missouri Valley, Iowa, and Fremont, Nebraska. By terms of the lease dated November 30, 1888, with the Chicago, St. Paul, Minneapolis & Omaha Railway Company, this company obtains the right to joint use with that company of the tracks of the Chicago, St. Paul, Minneapolis & Omaha Railway Company between Blair and Omaha, Neb., together with all depots, sidings and terminal facilities. An agreement with the Chicago, Kansas & Western Railroad Company, dated November 19, 1888, by which that company obtains the right to joint use with this company of the tracks of the Fremont, Elkhorn & Missouri Valley Railroad Company between the Kansas State line and Superior, Neb., also the use of the terminal facilities at Superior.

Telegraph Companies? This company has a contract with the Western Union Telegraph Company, which owns or controls telegraph line along all this company's road under

date of May 25, 1887, by which this company, in consideration of its bearing a part of the expense of construction and maintenance, has the use of sufficient wires and facilities for the business of the railroad company. All other business being done by the telegraph company.

SECURITY FOR FUNDED DEBT.

Car Trust Bonds—Equipment mortgaged: 16 locomotives, 12 passenger cars, 590 freight cars.

Consolidated 6 per cent Bonds—Mortgaged on all the road; miles, 1,106; amount of mortgage per mile, \$15,099.46; equipment mortgaged, all with the exception of above equipment.

EMPLOYES AND SALARIES.

Class	No.	Total Yearly Com- pensation	Av. Daily Com- pensation
General Officers.....	19	\$30,086 05	
General Office Clerks.....	5	4,280 63	\$2 77
Station Agents.....	116	73,802 20	2 06
Other Station Men.....	86	43,532 77	1 64
Enginemen.....	93	116,772 98	4 06
Firemen.....	95	71,693 57	2 44
Conductors.....	65	64,346 88	3 20
Other Trainmen....	145	85,311 23	1 90
Machinists.....	14	11,499 11	2 66
Carpenters.....	67	48,269 80	2 33
Other Shopmen.....	126	66,948 19	1 72
Section Foremen.....	196	98,477 74	1 63
Other Trackmen.....	434	163,258 08	1 22
Switchmen, Flagmen and Watch- men.....	37	22,843 42	2 00
Telegraph Operators and Dispatch- ers.....	42	29,356 62	2 26
All other Employees and Laborers.	105	61,465 46	1 90
Total.....	1,645	\$991,944 73	

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger Traffic—

Number of passengers carried earning revenue, 462,807.

Number of passengers carried one mile, 25,863,688.

Average distance carried, 56 miles.

Total passenger revenue, \$781,961.28.

Average amount received from each passenger, \$1.58157.

Average receipts per passenger per mile, \$.02831.

Estimated cost of carrying each passenger one mile,
\$.02538.

Passenger earnings per mile of road, \$748.99.

Passenger earnings per train mile, \$1.01859.

Freight Traffic—

Number of tons carried of freight earning revenue,
735,894.

Number of tons carried one mile, 119,170,068.

Average distance haul of one ton, 162 miles.

Total freight revenue, \$2,116,248.20.

Average amount received for each ton of freight, \$2.87575.

Average receipt per ton per mile, \$.01776.

Estimated cost of carrying one ton one mile, .00986.

Freight earnings per mile of road, \$1,651.10.

Freight earnings per train mile, \$1,82075.

Passenger and Freight—

Passenger and freight earnings, \$3,076,484.25.

Passenger and freight earnings per mile of road, \$2,400.09.

Expense per mile of road, \$1,428.94.

Total earnings per mile of road, including mails, express,
etc, \$2,408.04.

Number of passenger trains, 5,217.

Number of freight trains, 16,106.

Number of mixed trains, 1,876.

Train Mileage—

Miles run by passenger trains, 875,814.

Miles run by freight trains, 1,402,254.

Miles run by mixed trains, 266,917.

Total mileage trains earning revenue, 2,544,985.

Miles run by switching trains, 218,850.*

Miles run by construction and other trains, 84,378.

Grand total train mileage, 2,848,213.

Mileage of loaded freight cars—north or east, 7,619,048.

Mileage of loaded freight cars—south or west, 9,142,859.

Mileage of empty freight cars—north or east, 5,079,365.

Mileage of empty freight cars—south or west, 3,555,556.

Average number of freight cars in train, 15.2.

Average number of loaded cars in train, 10.

Average number of empty cars in train, 5.2.

Average number of tons of freight in train, 71.4.

Average number of tons of freight in each loaded car, 7.1.

*Switching trains are allowed mileage at the rate of six miles per hour

THIRD ANNUAL REPORT OF THE
FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Pdr Cent.
PRODUCTS OF AGRICULTURE—				
Grain	279,696	2,761	282,457	38.38
Flour	9,255	1,386	10,591	1.44
Other mill products.....	2,654	230	2,884	.39
Hay	13,593	196	13,789	1.87
Tobacco.....	142	84	226	.03
Fruit and Vegetables....	11,284	1,561	12,845	1.75
PRODUCTS OF ANIMALS—				
Live stock.....	119,732	8,623	128,355	17.44
Dressed meats.....	295	.....	295	.04
Other packing house pro- ducts	2,574	1,192	3,766	.51
Poultry, game and fish..	57	49	106	.01
Wool.....	285	50	335	.05
Hides and leather.....	956	24	980	.18
PRODUCTS OF MINES—				
Anthracite coal.....	370	8,000	8,370	1.14
Bituminous coal	34,022	32,741	66,763	9.07
Coke	175	408	578	.08
Ores.....	1,618	14	1,632	.22
Stone, sand, and other like articles.....	5,681	465	6,146	.83
PRODUCTS OF FOREST—				
Lumber	22,722	54,880	77,602	10.55
MANUFACTURES—				
Petroleum and other oils.	2,851	781	3,632	.49
Sugar	1,771	406	2,177	.30
Iron, pig and bloom.....	241	49	290	.04
Iron and steel rails.....	86	741	777	.11

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent.
Other castings and mach- inery.....	1,420	2,353	3,773	.51
Bar and sheet metal.....	27	2	29	....
Cement, brick and lime .	7,159	2,087	9,246	1.26
Agricultural implements.	1,750	2,734	4,484	.61
Wagons, carriages, tools, etc	382	997	1,379	.19
Wines, liquors and beers.	2,289	5,267	7,556	1.03
Household goods and furniture.....	6,082	6,406	12,438	1.69
Merchandise	35,358	18,429	53,787	7.31
MISCELLANEOUS—				
Other commodities not mentioned above	6,872	11,734	18,606	2.53
Total tonnage.....	571,299	164,595	735,894	100.00

DESCRIPTION OF EQUIPMENT.

ITEM	Number Added During Year	Total Number at end of Year	EQUIPPED WITH TRAIN BRAKES		CARS FITTED WITH AUTOMATIC COUPLERS	
			Number	Kind	Number	Kind
Locomotives—						
Passenger	4	26	26	Westinghouse		
Freight	Dec. 6	47	44	"		
Switching	2	5				
Total		78	70			
Cars in Passenger Service—						
First-class passenger cars	5	86	86	Westinghouse	86	Miller
Second-class passenger cars				"		"
Combination passenger cars		10	10	"	10	"
Emigrant cars						
Dining cars						
Parlor cars						
Sleeping cars						
Baggage, express and postal cars		9	9	Westinghouse	9	Miller
Other cars in passenger service		1	1	"	1	"
Total	5	56	56		56	
Cars in Freight Service—						
Box cars	150	1,400				
Flat cars		450				
Stock cars		690				

Coal cars.....	.....	150	.....	.....	.....	.....	.....
Tank cars.....	.....	.....	.....	.....	.....	.....	.....
Refrigerator cars.....	.....	.....	.....	.....	.....	.....	.....
Other cars.....	.....	.....	.....	.....	.....	.....	.....
Total.....	150	2,690	.....	.....	.....	.....	.....
Cars in Company's Service—							
Gravel cars.....	.....	.....	.....	.....	.....	.....	.....
Derrick cars.....	.....	2	.....	.....	.....	.....	.....
Caboose cars.....	.....	45	.....	.....	.....	.....	.....
Other road cars.....	.....	11	2	Westinghouse	.....	2	Miller
Total.....	.....	58	2	.....	.....	2	.....
Cars contributed to fast freight line service.....	.....	.....	.....	.....	.....	.....	.....
Total owned.....	155	2,804	58	.....	.....	58	.....
Cars leased.....	.....	.....	.....	.....	.....	.....	.....
Grand Total.....	155	2,804	58	.....	.....	58	.....

MILEAGE OF ROAD OPERATED.

LINE IN USE	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	Line Oper- ated under Trackage Rights	Total Mileage Operated	New Line Constructed during Year	Rails not includ- ing rails in track operated under trackage rights	
									Iron	Steel
Miles of single track.....	497.22	608.78	130.46	.....	.....	62.31	1298.77	82.01	103.75	5132.71
Miles of second track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track, sidings, and spurs	49.48	59.84	10.86	.....	.....	.....	120.18	10.19	118.47	1.71
Total mileage operated (all tracks)	546.70	668.62	141.32	..	.....	62.31	1418.95	92.20	222.22	1134.42

MILEAGE BY STATES AND TERRITORIES OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	Rails not includ- ing rails in line operated under trackage rights	
									Iron	Steel
Nebraska.....	497.22	486.69	.....	.....	.....	57.31	983.91	51.65	103.75	880.16
Dakota.....	.....	122.09	.....	.....	.....	.....	122.09	.....	.....	122.09
Wyoming.....	.....	.....	130.46	.....	.....	24.70	130.46	.....	.....	130.46
Iowa.....	.....	.....	.....	.....	.....	.....	.....	10.66	.....	.....
Total mileage operated (sin- gle track).....	497.22	608.78	130.46	.....	.....	82.01	1236.46	62.31	103 75	1132.71

MILEAGE (BY STATES AND TERRITORIES) OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Including Trackage Rights	Line Oper- ated under Trackage Rights	*RAILS	
									Iron	Steel
Nebraska.....	497.22	486.69	.....	.....	.....	57.31	983.91	.....	103.75	880.16
Dakota.....	.....	122.09	.....	.....	.....	.....	122.09	.....	.....	122.09
Total mileage owned (single track)	497.22	608.78	.....	.....	.....	57.31	1106.00	.....	103.75	1002.25

*Not including rails in line operated under trackage rights.

RENEWAL OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

	Tons	Weight per yard	Av. Price per ton at Distributing Point
Steel.....	2094 879-2240	60	\$37.50
Total Steel.....	2094 879-2240	60	\$37.50

NEW TIES LAID DURING YEAR.

Kind	Weight	Av. Price per ton at Distributing Point
Oak.....	12794	65
Cedar and Pine.....	57400	49
Total.....	70194	52

CONSUMPTION OF FUEL BY LOCOMOTIVES.

COAL—TONS		WOOD—CORDS		Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed per mile
racite	Bituminous	Hard	Soft			

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT	EMPLOYEES									
	TRAINMEN		SWITCHMEN, FLAGMEN AND WATCHMEN		OTHER EMPLOYEES		TOTAL		Injured	Killed
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured		
Coupling and uncoupling.....	1	27	.....	6	.....	1	1	34		
Falling from trains and engines.	3	8	.....	.....	.....	1	3	9		
Overhead obstructions .....	.....	.....	.....	.....	.....	.....	.....	.....
Collisions .....	.....	.....	.....	.....	.....	1	.....	1		
Derailements ..	1	2	.....	.....	.....	.....	1	2		
Other train accidents.....	.....	6	.....	.....	.....	1	.....	7		
At highway crossings.....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	.....	.....	.....	1	.....	.....	.....	1		
Other causes.....	.....	.....	.....	.....	.....	13	.....	13		
Totals.....	5	43	.....	7	.....	17	5	67		

CONSUMPTION OF FUEL BY LOCOMOTIVES.

	WOOD—CORDS		Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed per mile
	ard	soft			
.....	897.30	33,234.88	970,684	68.48
.....	1,707.76	63,252.52	1,839,448	68.77
.....	202.61	7,504.53	218,850	68.56
.....	86.83	3,216.23	84,792	77.04
Construction	3,172.81			
Total....	105,760.41	107,207.66	3,113,774	68.86
Av. cost at distributing point	\$3.10	\$3.44		

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT	EMPLOYEES							
	TRAINMEN		SWITCHMEN, FLAGMEN AND WATCHMEN		OTHER EMPLOYEES		TOTAL	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling and uncoupling.....	1	27	...	6	...	1	1	34
Falling from trains and engines.	3	8	...	...	...	1	3	9
Overhead obstructions .....	...	...	...	...	...	...	...	...
Collisions .....	...	...	...	...	...	1	...	1
Derailments ..	1	2	...	...	...	...	1	2
Other train accidents.....	...	6	...	...	...	1	...	7
At highway crossings.....	...	...	...	...	...	...	...	...
At stations.....	...	...	...	1	...	...	...	1
Other causes.....	...	...	...	...	...	13	...	13
Totals.....	5	43	...	7	...	17	5	67

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT				PROFILE					
FROM—	TO—	MILES	Number of Curves	Aggregate Length of Curved Line	Length of Straight Line	Length of Level Line	ASCENDING GRADES			DESCENDING GRADES		
							Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
Omaha.....	Arlington	27.76	34	9.88	17.88	Miles 4.56	27	Feet 604.00	Miles 8.01	17	Feet 424.50	Miles 15.19
Fremont.....	Long Pine.....	213.63	80	19.46	194.17	43.16	81	1,345.53	153.91	36	144.60	16.56
Long Pine.....	Wyoming Terr. Line.....	255.83	241	63.46	192.37	26.93	114	4,490.85	154.11	85	2,150.25	74.79
Fremont.....	Lincoln.....	52.11	41	9.07	43.04	9.79	16	502.40	21.68	13	549.40	20.64
Platte River.....	Superior.....	140.04	90	20.01	120.03	30.57	107	1,492.80	62.99	78	1,193.80	46.48
Linwood....	Hastings	103.08	51	11.79	91.29	20.42	43	954.00	55.99	25	456.00	26.67
Scribner	Oakdale (via Albion).....	113.91	108	29.91	84.00	15.58	41	1,634.23	63.42	25	1,188.90	34.91
Norfolk Junction.....	Verdigre.....	54.04	33	6.71	47.33	7.10	19	310.90	28.48	16	484.30	18.46
Irvington....	South Omaha.....	10.36	10	2.65	7.71	95	5	145.00	6.15	3	169.00	3.28
Dakota Junction.....	Whitewood.....	135.24	136	32.30	102.94	8.15	142	3,179.70	65.80	116	2,789.20	61.29
WYOMING CENTRAL RY. (Leased by F.,E.&M.V.R.R.)												
Nebraska State Line.....	Casper.....	130.46	92	23.48	106.98	20.40	133	1,817.05	65.65	92	1,428.35	44.41
TOTAL.....		1,236.46	916	228.72	1,007.74	187.61	728	16,476.46	686.19	506	10,978.30	352.66

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number Iron, 1.

Number Wooden, 15.

Number Combination, 3.

Trestles—

Number, 1,982.

Aggregate length, 178,979 feet.

Guage of Track—

Four feet, 8½ inches.

Telegraph—

Operated by this company, for this company's business only, 1,286 miles of line.

Operated by this company, 829 miles of wire.

Operated jointly with Western Union Telegraph Company, 928 miles of wire.

Operated by Western Union Telegraph Company 967 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs. Freight office at South Omaha, Neb., Union Stock Yards Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Inter-state Commerce Railway Association; Trans-Missouri Freight Association; Western Weighing Association; Western Classification Association; Trans-Missouri Association.

Name all companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. The Fremont, Elkhorn & Missouri Valley Railroad is not a member of any fast freight line but all may run its cars over this line.

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

WE, the undersigned, Marvin Hughitt, President, and J. B. Redfield, Secretary, of the Fremont, Elkhorn & Missouri Valley Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all the financial operations of said company during the period for which said return is made.

M. HUGHITT,
President.

J. B. REDFIELD,
Secretary.

Subscribed and sworn to before me this 29th day of August, 1889.

[Seal.]

DAN'L D. BATHRICK,
Notary Public.

REPORT
OF THE
OMAHA AND REPUBLICAN VALLEY RAILWAY
COMPANY.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? Omaha & Republican Valley Railway Company.

Date of organization? February 3, 1887.

Under laws of what government, state or territory organized?

If more than one, name all; give reference to each statute and all amendments thereof. Laws of Kansas and Nebraska.

If a consolidated company, name the constituent companies?

Give reference to charters of each, and all amendments of same. Consolidation of following companies: Omaha & Republican Valley Railway Company, of Nebraska, incorporated June 26, 1886, under Nebraska laws; Blue Valley Railway Company (Kansas) incorporated July 3, 1886 under Kansas laws.

Date and authority for each consolidation? February 3, 1887, under general railroad law of Nebraska.

ORGANIZATION.

NAMES OF DIRECTORS.

C. F. Adams, Boston, January 1, 1890.

E. F. Atkins, " "

F. L. Ames, " "

F. G. Dexter, " "

J. P. Spaulding, " "

Sidney Dillon, New York. "

W. H. Holcomb, Omaha. "

Total number of stockholders at date of last election? Fifteen.

Date of last meeting of stockholders for election of directors?

January 2, 1889.

Give postoffice address of general office? Box 5287, Boston,
Mass.

Give postoffice address of operating office? Omaha, Neb.

OFFICERS.

President—C. F. Adams, Boston.

Vice-President—W. H. Holcomb, Omaha.

Vice-President (with specified duties)—G. M. Lane, Boston.

Secretary—Alex. Millar, Boston.

Treasurer—Jas. G. Harris, Boston.

Comptroller—O. W. Mink, Boston.

General Manager—Managed by Union Pacific officials on line.

PROPERTY OPERATED.

MAIN LINE OWNED.

Name.	Miles.
Omaha & Republican Valley Railway, from Valley, Neb., to Manhattan, Kans.....	189.13
Omaha & Republican Valley Railway, from Colum- bus, Neb., to Norfolk, Neb.,.....	50.37
Total	<u>239.50</u>

BRANCH LINES OWNED.

Omaha & Republican Valley Railway, Valparaiso, Neb., to Stromsburg, Neb.,.....	53.80
Omaha & Republican Valley Railway, Ocone, Neb., to Albion, Neb.....	34.54
Omaha & Republican Valley Railway, from Genoa, Neb., to Cedar Rapids, Neb.....	30.55
Omaha & Republican Valley Railway, from Grand Island, Neb., to Ord, Neb.....	60.77
Omaha & Republican Valley Railway, from St. Paul, Neb., to Loup City, Neb.....	39.40
Omaha & Republican Valley Railway, from Boelus, Neb., to Nantasket, Neb.....	9.58
Omaha & Republican Valley Railway, from Scotia Junction, Neb., to Scotia, Neb.....	1.37
Omaha & Republican Valley Railway, from Blue Springs Junc., Neb., to Blue Springs, Neb.....	.68
Total	<u>230.14</u>

LINES OPERATED UNDER TRACKAGE RIGHTS.

*Omaha & Republican Valley Railway, from Sioux City, Ia., to Norfolk, Neb.....	70.78
*Omaha & Republican Valley Railway, from Columbus, Neb., to David City, Neb.....	17.60
Omaha & Republican Valley Railway, at Marysville, Kans .....	.09
Total	<u>88.47</u>
Grand Total.....	<u>588.11</u>

*Operated since May 19, 1889.

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Market Price of Shares		Dividends Declared During Year	
				June 30, 1888.	Average for Year	Rate	Amount
Capital Stock—							
Common.....	\$100 00	\$2,503,800 00	\$2,347,050 00	Not quoted.		.....	.....
Preferred.....						.....	.....
TOTAL.....	100 00	\$2,503,800 00	\$2,347,050 00				
MANNER OF PAYMENT FOR CAPITAL STOCK							
Issued for Cash—							
Common.....							
Preferred.....							
Issued for Construction—							
Common.....							
Preferred.....							
Issued for Reorganization—							
Common.....							
Preferred.....							
Issued for Consolidation—							
	23,470 1/2	\$2,347,050.00					
Total.....	23,470 1/2	\$2,347,050.00					

RECAPITULATION OF FUNDED DEBT.

	Amount Outstanding	INTEREST	
		Amount Accrued During Year	Amount Paid During Year
Bonds	5,941,000 00	\$315,416 90	\$326,210 22
Car Trust C	.....	.....	.....
Receiver's (	.....	.....	.....
Total	,941,000 00	\$815,416 90	\$826,210 22

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Balance—Current Liabilities.....	\$ 1,580,609 63
Total.....	\$ 1,580,609 63

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 3 , 1889.

Audited Vouchers and Accounts.....	\$ 768,856 53
Matured interest coupons unpaid, (including coupons due July 1).....	\$ 811,753 10
Total.....	\$ 1,580,609 63

RECAPITULATION.
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	TOTAL AMOUNT OUTSTANDING	COUNT PER MILE OF ROAD		EXPLANATORY REMARKS
		Miles	Amount	
Capital Stock....	\$2,847,050 00	9.64	\$4,997 55	.....
Bonds	5,941,000 00	.....	12,630 11	.....
Car Trust Ob'gtms .....		.....	.....	.....
Receiver's Certfs. ....		.....	.....	.....
Total	\$8,288,050 00	469.64	\$17,047 66	

RECAPITULATION.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

	CASH	FUNDED DEBT	CURRENT LIABILITIES	AMOUNT PER MILE ROAD	AMOUNT
Omaha & Republican Valley Railway Company.....	\$2,347,050 00	\$5,941,000 00	\$1,580,609 63		\$21,013 24
TOTAL.....	\$2,347,050 00	\$5,941,000 00	\$1,580,609 63	489.64	\$21,013 24

COST OF ROAD AND EQUIPMENT.

Total Cost of construction to June 30, 1888.....	\$7,941,952 05
NET ADDITIONS DURING YEAR—	
Total Construction.....	562,835 93
Total Equipment.....	308 10
Total Cost to June 30, 1889.....	\$8,505,096 08
Total Cost per Mile	\$18,109 82

INCOME ACCOUNT.

Gross Earning from Operation.....	\$1,008,598 30	
Less Operating Expenses.....	884,677 04	
Income from Operation....		\$123,921 26
Miscellaneous Income—less Ex-		
penses.....	2,592 92	
Income from Other Sources		2,592 92
Total Income.....		126,514 18
DEDUCTIONS FROM INCOME—		
Interest on Funded Debt Ac-		
crued.....	315,416 90	
Taxes.....	110,299 16	
Other Deductions.....	15,786 66	
	63 38	
Total Deductions from Income		441,566 10
Deficit.....		315,051 92
Deficit from Operations of Year		
ending June 30, 1889.....		315,051 92
Deficit on June 30, 1888.....		1,034,751 63
Deficit on June 30, 1889.....		1,349,803 55

EARNINGS FROM OPERATION.

	Total Receipts	Deductions	Actual Earnings
PASSENGER—			
Passenger Revenue	<u>\$263,685 57.</u>		
Tickets Redeemed..		12	
Excess Fares Re-			
funded.....		198 19	
Other repayments..		132 58	
		<u>330 89</u>	
Total Deductions...			
Total Passenger			
Revenue.....			\$263,355 68
Mail.....			30,247 72
Express			9,845 42
Extra Baggage and			
Storage.....			<u>5,856 37</u>
Total Passenger			
Earnings.....			\$309,305 19
FREIGHT—			
Freight Revenue...	\$715,831 52		
Overcharge to Ship-			
pers		14,603 48	
Other Repayments		11,089 34	
		<u>26,592 82</u>	
Total Deductions..			
Total Freight Rev-			
enue.....			689,238 70
Total Freight Earn-			
ings.....			<u>689,238 70</u>
Total Passenger and			
Freight earnings.			998,543 89

	Total Receipts	Deductions	Actual Earnings
OTHER EARNINGS FROM OPERATION—			
Telegraph Companies.....			5,292 93
Rentals not otherwise provided for			4,168 76
Other Sources.....			592 72
Total Other earnings.....			<u>10,054 41</u>
Total Gross Earnings from Operation.....			1,008,598 30

MISCELLANEOUS INCOME.

	Gross Income	Less, Expenses	Net Miscellaneous Income
Company Town Lots....	\$3,054 60	\$693 32	\$2,361 28
Income from Trust Investments.....			231 64
Total.....			<u>\$2,592 92</u>

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of roadway...	\$73,126 77	\$56,819 17	\$129,945 94
Renewals of rails.....	12,970 46	10,205 93	23,176 39
Renewal of ties.....	33,387 15	25,812 86	59,200 01
Repairs of bridges and culverts.....	20,661 42	16,128 27	36,789 69
Repairs of fences, road crossings, signs and cattle guards.....	2,705 49	2,107 78	4,813 27
Repairs of buildings..	5,350 36	4,333 65	9,684 01
Repairs of telegraph..	1,101 22	876 12	1,977 34
Total.....	\$149,302 87	\$116,283 78	\$265,586 65
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of locomotives.....	\$41,497 16	\$44,844 49	\$86,341 65
Repairs and renewals of passenger cars...	11,609 39		11,609 39
Repairs and renewals of freight cars.....		22,891 52	22,891 52
Shop machinery, tools, etc.....	1,598 44	1,244 60	2,843 04
Total.....	\$54,704 99	\$68,980 61	\$123,685 60
CONDUCTING TRANSPORTATION—			
Wages of enginemen, firemen and round- housemen.....	\$46,241 47	\$38,449 88	\$84,691 35

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Fuel for locomotives..	61,182 39	68,167 28	129,349 67
Water supply for locomotives.....	8,403 09	3,791 60	7,194 69
All other supplies for locomotives.....	2,811 68	2,190 00	5,001 68
Wages of other trainmen.....	31,933 48	24,845 36	56,778 84
All other train supplies	4,721 29	3,680 91	8,402 20
Wages of switchmen, flagmen and watchmen.....	6,088 41	4,740 60	10,829 01
Expense of telegraph, including train dispatchers and operators.....	7,409 26	5,772 29	13,181 55
Wages of station agents, clerks and laborers.....	39,964 64	31,108 28	71,072 92
Station supplies.....	2,712 92	2,117 76	4,830 68
Switching charges—balance.....	1,320 32	1,020 68	2,341 00
Car mileage—balance.	25,126 23	9,011 95	34,138 18
Loss and damage.....	4,944 78	7,224 37	12,169 15
Injuries to persons....	7,866 46	6,093 33	13,959 79
Total.....	\$245,726 42	\$208,214 29	\$453,940 71
GENERAL EXPENSES—			
Salaries of officers....	\$4,350 90	\$3,383 04	\$7,733 94
Salaries of clerks.....	7,481 68	5,814 14	13,295 82
General office expenses and supplies.	470 67	366 45	837 12
Agencies, including salaries and rent....	1,898 35	1,465 29	3,363 64

NEBRASKA BOARD OF TRANSPORTATION.

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Item	Chargeable to Passenger Traffic	Chargeable to Freight Traffic	Total
Advertising.....	2,539 35		2,539 35
Insurance.....	1,549 20	1,208 58	2,757 78
Expense of traffic as- sociations.....	27 28	21 40	48 68
Rentals not otherwise provided for.....	279 95	216 41	496 36
Legal expenses.....	2,878 97	2,310 45	5,189 42
Stationery and print- ing.....	3,811 83	2,968 85	6,780 68
Other general expenses	24 24	18 73	42 97
Eastern expenses, pas- senger 56.4%, freight 43.6 %.....	914 68	707 05	1,621 68
Total.....	\$24,397 79	\$17,066 29	\$41,464 08

RECAPITULATION OF EXPENSES—

Maintenance of way and structures.....	\$149,302 87	\$116,283 78	\$265,586 65
Maintenance of equip- ment.....	54,704 99	68,980 61	123,685 60
Conducting transporta- tion.....	245,726 42	208,214 29	453,940 71
General expenses.....	24,397 79	17,066 29	41,464 08

Grand total..... \$474,132 07 \$410,544 97 \$884,677 04

Percentage of operating expenses to earnings, 87.71 per cent.

THIRD ANNUAL REPORT OF THE
GENERAL BALANCE SHEET.

DR.

Cost of Road.....		\$8,505,096 08
Other Permanent Investments.....		13,154 12
OTHER ASSETS:		
Sinking Fund		32,179 21
Profit and Loss.....	\$1,349,803 55	
Less Income used for Company		
Sinking Fund.....	31,573 33	1,318,230 22
Total		<u>\$9,868,659 63</u>

CR.

Capital Stock.....	\$2,347,050 00
Funded Debt	5,941,000 00
Current Liabilities.....	1,580,609 63
Total.....	<u>\$9,868,659 00</u>

CASH STATEMENT OF FINANCIAL OPERATIONS FOR
THE YEAR,

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operations.....	\$1,233,921 26
From Other Sources.....	2,592 92
Income Used for Sinking	
Funds.....	15,786 66
Total.....	<u>\$142,300 84</u>

INCREASE IN LIABILITIES:

Sale of Bonds.....	\$737,000 00
Increase in Current Liabilities.	170,742 62
Total.	<u>907,742 62</u>
Grand Total.....	\$1,050,043 46

RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt paid.	\$326,210 22	
Taxes.....	110,299 16	
	<hr/>	
Total.....		\$436,509 38
Other Charges against Net Income.....		15,850 04

BETTERMENTS TO PROPERTY:

Construction of New Road....	37,835 93	
Additional Equipment.....	308 10	
Adjustment of old Construction Account.....	5,250,000 00	
	<hr/>	
Total.....		\$568,144 03

MISCELLANEOUS:

Transferred to Sinking Fund..	32,179 21	
Other Expenditures	13,154 12	
	<hr/>	
Total.....		45,333 33
• Grand Total.....		\$1,060,836 78
Resources to account for.....		1,050,043 46
Resources accounted for.....		1,060,836 78
		<hr/>
Difference.....		\$10,793 32

ACCOUNTED FOR AS FOLLOWS :

Interest accrued during the year	\$315,416 90	
Interest paid during the year..	326,210 22	
	<hr/>	
Difference as above.....		\$10,793 32

IMPORTANT CHANGES DURING THE YEAR.

Bonds issued under existing mortgages as stated below:

Consolidated First Mortgage Bonds issued in exchange for Bonds of constituent companies surrendered.....	\$ 689,000 00
First Mortgage Extension Bonds issued for the following purposes :	
To adjustment old construction accounts...	525,000 00
To pay past due interest on bonds of the Omaha, Niobrara & Black Hills Railroad Company (one of the constituent companies)	212,000 00
	<hr/>
Total issue of Bonds.....	\$1,426,000 00

Less the following surrendered:

Omaha & Republican Valley Railroad Company First Mortgage 7 per cent. Bonds.	\$619,000 00	
Omaha, Niobrara & Black Hills Railroad Company First Mortgage Bonds.....	70,000 00	
	<hr/>	689,000 00
Net Increase Funded Debt		<hr/> <hr/> \$737,000 00

During the year covered by this report the following investments have been made by the Sinking Fund under the Consolidated Mortgage :

\$17,000 Union Pacific Equipment Trust Bonds—Series A.
 \$15,000 Omaha & Republican Valley Railway Company Consolidated First Mortgage Bonds.

CONTRACTS. AGREEMENTS, ETC.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers.

Express Companies? Contract with Pacific Express Company, dated May 1, 1886. Compensation is an arbitrary allowance of \$810.00 per month.

Mails? Rates fixed by Postmaster General. Present monthly compensation is \$2,533.25.

Sleeping, Parlor or Dining Car Companies? None.

Freight or Transportation Companies or Lines? None.

Other Railroad Companies? Contract with Chicago, St. Paul, Minneapolis & Omaha Railway Company, for trackage rights between Covington, Nebraska, and Norfolk, Nebraska, dated May 18, 1889. Contract with Sioux City Bridge Company, for trackage rights over bridge from Covington, Nebraska, to Sioux City, Iowa. Preliminary contract with Burlington & Missouri River Railroad Company in Nebraska, for trackage rights between David City, Nebraska, and Columbus, Nebraska.

Steamboat or Steamship Companies? None.

Telegraph Companies? None.

Other Contracts? None.

SECURITY FOR FUNDED DEBT.

Omaha & Republican Valley R. R. Co., first mortgage, from Valley, Neb., to Kansas State Line, 121.83 miles, mortgaged at \$6,196.56 per mile; 5 passenger cars, 264 freight cars, 9 locomotives mortgaged; income mortgaged, all net.

Omaha & Republican Valley R. R. Co., first mortgage, from Valparaiso, Neb., to Stromsburg, Neb., 53.17 miles, mortgaged at \$6,196.56 per mile; 5 passenger cars, 264 freight cars, 9 locomotives mortgaged; income mortgaged, all net.

Omaha & Republican Valley R. R. Co., first mortgage, from Grand Island, Neb., to North Loup, Neb., 48.86 miles, mortgaged at \$6,196.56 per mile; 5 passenger cars, 264 freight cars, 9 locomotives mortgaged; income mortgaged, all net.

Omaha & Republican Valley R. R. Co., first mortgage, from St. Paul, Neb., to Loup City, Neb., 39.10 miles, mortgaged at \$6,196.56 per mile; 5 passenger cars, 264 freight cars, 9 locomotives mortgaged; income mortgaged, all net.

Omaha & Republican Valley R. R. Co., first mortgage, at Scotia Spur, 1.38 miles; mortgaged at \$6,196.56 per mile; 5 passenger cars, 264 freight cars and 9 locomotives mortgaged; income mortgaged, all net.

Omaha & Republican Valley R. R. Co., first mortgage consolidated, 469.64 miles; mortgaged at \$6,509.03 per mile; 5 passenger cars, 378 freight cars and 19 locomotives mortgaged; income mortgaged, all net.

Omaha & Republican Valley R. R. Co., first mortgage on above, second mortgage on all extensions; 469.64 miles, mortgaged at \$2,653.10 per mile; second mortgage on above.

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger Traffic—

Number of passengers carried earning revenue, 367,150.

Number of passengers carried one mile, 10,456,804.

Average distance carried, 28.48 miles.

Total passenger revenue, \$269,212.05.

Average amount received from each passenger, \$.79.

Average receipts per passenger per mile, \$.02575.

Estimated cost of carrying each passenger one mile, \$.04534.

Passenger earnings per mile of road, \$573.23.

Passenger earnings per train mile, \$.562.

Freight Traffic—

Number of tons carried of freight earning revenue,
642,872.

Number of tons carried one mile, 42,589,193.

Average distance haul of one ton, 66.25 miles.

Total freight revenue, \$689,238.70.

Average amount received for each ton of freight, \$1.072.

Average receipt per ton per mile, \$.01618.

Estimated cost of carrying one ton one mile, .00964.

Freight earnings per mile of road, \$1,467.59.

Freight earnings per train mile, \$1.855.

Passenger and Freight—

Passenger and freight earnings, \$958,450.75.

Passenger and freight earnings per mile of road, \$2,040.82.

Expense per mile of road, \$1,883.73.

Total earnings per mile of road, including mails, express,
etc, \$2,147.60.

Number of passenger trains, per mile of road, 918.

Number of freight trains, per mile of road, 483.

Number of mixed trains, per mile of road, 411.

Train Mileage—

Miles run by passenger trains, 431,200.

Miles run by freight trains, 226,916.

Miles run by mixed trains, 192,951.

Total mileage trains earning revenue, 851,067.

Miles run by switching trains, 170,775.

Miles run by construction and other trains, 35,415.

Grand total train mileage, 1,057,257.

*Mileage of loaded freight cars—south or east, 2,387,333.

*Mileage of loaded freight cars—north or west, 2,036,777.

Mileage of empty freight cars—south or east, 725,760.

Mileage of empty freight cars—north or west, 946,445.

Average number of freight cars in train, 15.

*Average number of loaded cars in train, 11.

Average number of empty cars in train, 4.

Average number of tons of freight in train, 101.43.

†Average number of tons of freight in each loaded car, 10.15.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent.
PRODUCTS OF AGRICULTURE—				
Grain	197,951	30,421	228,372	37.926
Flour	5,278	4,002	9,280	1.541
Other mill products.....	3,538	439	3,977	.660
Hay	6,399	714	7,113	1.181
Tobacco.....	32	62	94	.015
Fruit and Vegetables....	2,835	4,083	6,918	1.148
PRODUCTS OF ANIMALS—				
Live stock.....	49,102	20,062	69,164	11.486
Dressed meats.....	557	289	846	.140
Other packing house pro- ducts	197	646	843	.140
Poultry, game and fish..	1,521	688	2,209	.366
Wool.....	99	58	157	.026
Hides and leather.....	450	303	753	.130
PRODUCTS OF MINES—				
Anthracite coal.....	41	9,266	9,307	1.545
Bituminous coal	239	54,224	54,463	9.045
Coke	19	52	71	.012
Ores.....	11,359	19	11,378	1.890
Stone, sand and other like articles.....	54,392	9,560	63,952	10.621

*Caboose treated as loaded.

†Caboose treated as empty.

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent.
PRODUCTS OF FOREST—				
Lumber	6,660	53,444	60,104	9.982
MANUFACTURES—				
Petroleum and other oils.	94	2,928	3,022	.502
Sugar	329	1,534	1,863	.309
Iron, pig and bloom . . . . .	....	266	266	.044
Iron and steel rails	391	121	512	.085
Other castings and mach- inery	290	2,246	2,536	.421
Bar and sheet metal . . . . .	....	138	138	.023
Cement, brick and lime .	4,330	4,445	8,775	1.457
Agricultural implements.	224	3,370	3,594	.597
Wagons, carriages, tools, etc	107	1,418	1,525	.253
Wines, liquors and beers.	639	2,653	3,292	.547
Household goods and furniture	943	2,030	2,973	.494
Merchandise	10,993	31,367	42,360	7.038
MISCELLANEOUS—				
Other commodities not mentioned above	1,179	1,085	2,264	.376
Total tonnage	360,218	241,933	602,151	100.00

DESCRIPTION OF EQUIPMENT.

ITEM	Number Added During Year	Total Number at end of Year						
Locomotives—								
Passenger .....	.....	8	8	Automatic	.....	.....	.....	.....
Freight .....	.....	9	9	"	.....	.....	.....	.....
Switching.....	.....	2	2	"	.....	.....	.....	.....
Total .....	.....	19	19	"	.....	.....	.....	.....
Cars in Passenger Service—								
First-class passenger cars .....	.....	1	1	Automatic	.....	1	Miller	.....
Second-class passenger cars. ....	.....	.....	.....	"	.....	1	"	.....
Combination passenger cars.....	.....	1	1	"	.....	.....	.....	.....
Emigrant cars .....	.....	.....	.....	.....	.....	.....	.....	.....
Dining cars .....	.....	.....	.....	.....	.....	.....	.....	.....
Parlor cars. ....	.....	.....	.....	.....	.....	.....	.....	.....
Sleeping cars.....	.....	.....	.....	.....	.....	.....	.....	.....
Baggage, express and postal cars..	1	3	3	"	.....	8	Miller	.....
Other cars in passenger service ...	.....	.....	.....	.....	.....	.....	.....	.....
Total	1	5	5	"	.....	5	"	.....
Cars in Freight Service—								
Box cars .....	.....	256	244	Automatic	.....	.....	.....	.....
Flat cars.....	.....	5	.....	"	.....	.....	.....	.....
Stock cars.....	.....	9	8	"	.....	.....	.....	.....

Coal cars.....	.....	107	104	Automatic	.....	.....
Tank cars.....	.....	.....	.....	.....	.....	.....
Refrigerator cars.....	.....	.....	.....	.....	.....	.....
Other cars .....	.....	.....	.....	.....	.....	.....
Total.....	.....	377	356	“ “	.....	.....
Cars in Company's Service—						
Gravel cars .....	.....	.....	.....	.....	.....	.....
Derrick cars .....	.....	.....	.....	.....	.....	.....
Caboose cars.....	.....	1	.....	.....	.....	.....
Other road cars .....	.....	.....	.....	.....	.....	.....
Total .....	.....	1	.....	.....	.....	.....
Cars contributed to fast freight line service.....	.....	.....	.....	.....	.....	.....
Total owned.....	.....	388	361	Automatic	5	Miller
Cars leased.....	.....	.....	.....	.....	.....	.....
Grand Total.....	1	988	361	“ “	5	“

MILEAGE OF ROAD OPERATED.

LINE IN USE	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	Line Oper- ated under Trackage Rights	Total Mileage Operated	New Line Constructed during Year	RAILS. Mileage Owned.	
									Iron	Steel
Miles of single track.....	239.50	230.14	.....	.....	.....	88.47	558.11	.....	311.95	157.69
Miles of second track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track, sidings, and spurs	26.97	16.54	.....	.....	.....	4.65	48.16	.....	.....	.....
Total mileage operated (all tracks)	266.47	246.68	.....	.....	.....	93.12	606.27	.....	.....	.....

MILEAGE BY STATES AND TERRITORIES OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS.	
									Iron	Steel
Nebraska.....	171.78	230.14	.....	.....	.....	.....	401.92	.....	270.85	131.19
Kansas.....	67.72	.....	.....	.....	.....	.....	67.72	.....	41.10	26.50
Total mileage operated (sin- gle track).....	239.50	.....	.....	.....	.....	.....	469.64	.....	311.95	157.69

MILEAGE (BY STATES AND TERRITORIES) OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS	
									Iron	Steel
Nebraska.....	171.78	230.14	.....	.....	.....	.....	401.92	.....	270.85	131.19
Kansas.....	67.72	.....	.....	.....	.....	.....	67.72	.....	41.10	29.50
Total mileage owned (single track)	239.50	.....	.....	.....	.....	.....	469.64	.....	311.95	157.69

RENEWAL OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

	Tons	Lbs.	Weight per yard Average	Av. Price per ton at Distributing Point
Iron.....	1,236	406	52 lbs.	\$19 08
Total Iron.....	1,236	406	52 lbs.	\$19 08
Steel.....	1,518	1,090	56 lbs.	\$24 54
Total Steel	1,518	1,090	56 lbs.	\$24 54

NEW TIES LAID DURING YEAR.

Kind	Weight	Av. Price per ton at Distributing Point
Oak.....	49,947	
Cedar.....	49,762	
Pine.....	320	
Other kinds.....	7,834	
Total.....	107,863	56.5 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES	COAL—TONS		WOOD—CORDS		Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed per mile
	Anthracite	Bituminous	Hard	Soft			
Passenger	19,107.59	144.62	.....	19,204.00	490,624	78.28
Freight	21,096.11	239.96	.....	21,256.08	407,517	104.32
Switching	3,188.00	31.04	.....	3,208.69	170,775	37.58
Construction	687.50	7.38	.....	692.42	24,350	56.87
Total.....	44,079.20	423.00	.....	44,361.19	1,093,286	81.15
Av. cost at distributing point		\$2.82	\$2.46				

ACCIDENTS TO PERSONS.

EMPLOYEES				
	OTHER EMPLOYEES		TOTAL	
	Killed	Injured	Killed	Injured
Falling from trains and engines.....
Overhead obstructions
Collisions
Derailments
Other train accidents.....
At highway crossings.....
At stations.....	1	.....	.....
Other causes..	1	.....	.....
Totals.....	4	.....	.....

ACCIDENTS TO PERSONS.—CONTINUED.

[illegible]

CHARACTERISTICS OF ROAD.

ALIGNMENT				PROFILE					
Number of Curves	Aggregate Length of Curved Line	Length of Straight Line	Length of Level Line	ASCENDING GRADES			DESCENDING GRADES		
				Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
268	Miles 41.52	Miles 147.51	Miles 97.76	112	18.56	56.55	128	16.06	94.82
64	18.14	40.16	11.06	51	7.44	24.05	33	4.32	19 19
50	9.15	41.24	11.96	27	4.96	23.09	26	4.20	15 33
16	8.18	51.41	9.56	21	3.07	22.53	8	.47	2.35
12	9.27	27.23	4.71	16	2.96	20.20	10	.91	5.64
38	9.23	52.54	18.23	33	4.59	26.65	26	2.76	15.89
17	8.67	35.73	8.03	10	2.99	23.35	2	.29	2.52
7	1.20	8.33	2.54	5	.83	6.74	1	3	.25
2	.57	.90	.28	7	.10	.89	1	2	.20
2	.44	.24	.66	.....	.....	.....	.....	.....	.....
476	94.30	335.34	104.51	263	40.47	209.65	267	28.04	155.18

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number Iron, 2.

Number Wooden, 15.

Trestles—

Number, 537.

Aggregate length, 35,192 feet.

Guage of Track—

Four feet, 8½ inches.

Telegraph—

Owned by this company, 251 miles; jointly with Western Union Telegraph Company, 216 miles. Total, 467 miles of line.

Owned by this company, 412 miles; jointly with Western Union Telegraph Company, 120½ miles. Total, 532½ miles of wire.

Operated jointly with Western Union Telegraph Company, 467 miles of line.

Operated by this company, 412 miles; jointy with Western Union Telegraph Company, 288 miles; by Western Union Telegraph Company exclusively, 224 miles. Total, 924 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Consolidated Mortgage. Company agrees to pay trustee on the 1st of September two-thirds of one per cent. of total par value of bonds certified and not canceled.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belong. None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. None.

Name all the companies, commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road. None.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK.

WE, the undersigned, Charles F. Adams, President, and Oliver W. Mink, Comptroller, of the Omaha & Republican Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. F. ADAMS,

President.

OLIVER W. MINK,

Comptroller.

Subscribed and sworn to before me this 19th day of September, 1889.

[Seal.]

FRANK D. BUTRICK,

Notary Public.

REPORT
OF
THE PACIFIC RAILWAY COMPANY IN
NEBRASKA.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? Pacific Railway Company in Nebraska.

Date of organization? March 29, 1887.

Under laws of what government, state or territory organized?

If more than one, name all; give reference to each statute, and all amendments thereof. Incorporated under the general railroad and corporation law of the State of Nebraska. Compiled statutes of Nebraska, 1881, chapter 16, section 72, et seq.

If a consolidated company, name constituent companies?

Give reference to charter of each, and all amendments of same. By consolidation agreement, dated September 19, 1887, the Pacific Railway Company in Kansas, a railroad corporation organized under the general railroad law of the State of Kansas, by articles of association filed with the secretary of the State of Kansas, on the 31st day of March, 1887, was consolidated with the Pacific Railway Company in Nebraska. This consolidation was by purchase of the Kansas corporation, with all of its rights, property and franchises, under act of the legislature of the State of Kansas, approved March 4, 1887, (Session laws, Kansas, 1887, chapter 186, page 279) and act of the legis-

lature of the State of Nebraska, approved March 14, 1887.
(Session laws, Nebraska, 1887, chapter 58, page 536.)

Date and authority for each consolidation? See answer to question above.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Pacific Railway Company in Nebraska is not a reorganized company.

ORGANIZATION.

NAMES OF DIRECTORS.

Edwin Gould, New York City, June 1890.

Church Howe, Auburn, Neb., “

H. R. Howe, “ “

W. P. McCreary, Hastings, Neb., “

J. W. Waggener, Atchison, Kas., “

S. H. H. Clark, St. Louis, Mo., “

E. G. Merriam, “ “

Total number of stockholders at date of last election? Eight.

Date of last meeting of stockholders for election of directors?
June 1889.

Give postoffice address of general office? Hastings, Neb., and
St. Louis, Mo.

Give postoffice address of operating office? St. Louis, Mo.

OFFICERS.

President—Edwin Gould, 195 Broadway, New York City.

Vice-President—Church Howe, Auburn, Neb.

Secretary—E. G. Merriam, St. Louis, Mo.

Treasurer—A. H. Calef, 195 Broadway, New York City.

Assistant Secretary and Assistant Treasurer—W. P. McCreary,
Hastings, Neb.

**THIRD ANNUAL REPORT OF THE
PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR
OPERATION.**

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Pacific Railway in Nebraska, from Warwick, Kansas, to Prosser, Neb. Operated and owned by the Missouri Pacific Railway Company. 78 miles of line.

This is a proprietary company, under class "A," and is operated by the Missouri Pacific Railway Company, by virtue of its ownership.

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Amount Issued and Outstanding	MARKET PRICE OF SHARES		DIVIDENDS DECLARED DURING YEAR	
				June 30, 1889.	Av. for Year	Rate	Amount
Capital Stock—							
Common.....	\$100 00	\$2,000,000 00	\$1,095,800 00	.....	.....	.....	.....
.....			
.....			
.....			
Total		\$2,000,000 00	\$1,095,800 00	.....	.....	.....	.....
MANNER OF PAYMENT FOR CAPITAL STOCK							
Issued for Cash—							
Common.							
Preferred.....							
Issued for Construction—							
Common.....	\$10,958	\$1,095,800 00					
Preferred.....							
Issued for Reorganization—							
Common.....							
Preferred.....							
Issued to Individuals and sent out for collection.....							
Total.....	\$10,958	\$1,095,800 00					
GIVE PARTICULARS AND EXPLANATIONS							

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

First mortgage, issued September 20, 1887, due September 20, 1907; amount of authorized issue, \$15,000.00 per mile; amount issued, \$1,095,000.00; amount outstanding, \$1,095,000.00; cash realized on amount issued, \$1,095,000.00; rate, 5 per cent, payable January and July; accrued interest during year, \$54,750.00.

RECAPITULATION OF FUNDED DEBT.

	Amount Outstanding	INTEREST	
		Amount Accrued During Year	Amount Paid During Year
Bonds	\$1,095,000 00	\$54,750 00	.....
Car Trust (	.....	.....	.....
Receiver's	.....	.....	.....
Total	\$1,095,000 00	\$54,750 00	.....

RECAPITULATION.
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	TOTAL AMOUNT OUTSTANDING	APPORTIONMENT		AMOUNT PER MILE OF ROAD		Explanatory Remarks
		To Railroads	To Other Properties	Miles	Amount	
Capital Stock....	\$1,095,800 00	\$1,095,800 00	.....	73	\$15,010 96	.....
Bonds	1,095,000 00	1,095,000 00	.....	73	15,000 00	.....
Car Trust Ob'gtns .....	.....	.....	.....	.....	.....	.....
Receiver's Certfs. ....	.....	.....	.....	.....	.....	.....
Total.....	\$2,190,800 00	\$2,190,800 00	.....	73	\$80,010 96	

COST OF ROAD AND EQUIPMENT.

Item.	Total cost to June 30, 1889.	Cost per mile
Purchase of constructed road.....	\$2,190,800 00	\$30,010 96

GENERAL BALANCE SHEET.

DR.

Cost of Road.....	\$2,190,800 00	
Total.....		\$2,190,800 00

CR.

Capital Stock.....	1,095,800 00	
Funded Debt.....	1,095,000 00	
Total.....		\$2,190,800 00

SECURITY FOR FUNDED DEBT.

First mortgage; Road mortgaged from Warwick, Kansas, to Prosser, Nebraska, 73 miles; amount of mortgage per mile of line, \$15,000 00; equipment mortgaged, all that may be hereafter acquired.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Will be refunded, or cared for at maturity.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. None.

Name all the Associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. See the Missouri Pacific Railway Co.'s report.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. None.

STATE OF MISSOURI,)
CITY OF ST. LOUIS.) ss.

WE, THE UNDERSIGNED, S. H. H. Clark, General Manager, and C. G. Warner, General Auditor of the Pacific Railway Company in Nebraska, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing embrace all of the financial operations of said company during the period for which said return is made.

S. H. H. CLARK,
General Manager.
C. G. WARNER,
General Auditor.

Subscribed and sworn to before me this 26th day of September, 1889.

[SEAL]

HENRY G. HERBEL,
Notary Public.

REPORT
OF THE
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Railway Company.

The Chicago, St. Paul, Minneapolis & Omaha Railway Company was formed by consolidation of the Chicago, St. Paul & Minneapolis Railway Company and the North Wisconsin Railway Company by articles of consolidation dated May 25, 1880, filed same day. The first named company was organized under chapter 119, general laws of Wisconsin for 1872, as amended by chapter 114, general laws of said State for 1877, by the purchasers at a foreclosure sale of the property of the West Wisconsin Railway Company, originally incorporated by special act of the Wisconsin Legislature as the Tomah & Lake St. Croix Railroad Company. (Special laws of Wisconsin, 1863, chapter 243.) The North Wisconsin Railway Company was organized by filing, November 17, 1871, a certificate of incorporation, under authority of chapter 73, revised statutes of Wisconsin 1858. For authority to consolidate see chapter 260, laws of Wisconsin, 1880. By the express terms of the articles of consolidation, the consolidated company was empowered to purchase the lines of railway of the St. Paul & Sioux City Railroad Company in any State or Territory.

and on May 9, 1881, it took a deed of the railways of the last named company in Minnesota, Iowa and Nebraska, and the Territory of Dakota, receiving its authority so to do from chapters 219, 228 and 362 special laws Minnesota, 1881; section 1, chapter 106, Laws of Nebraska, 1879; section 450, Dakota Code, and the sale was afterward confirmed in Iowa by chapter 119 of the Nineteenth General Assembly of that State, 1882. Its articles of consolidation were filed in Nebraska July 11, 1883. The line from Eau Claire to Chippewa Falls, both in Wisconsin, was acquired by purchase from the Eau Claire & Chippewa Falls Railway Company December 17, 1883. The line from Chippewa Falls to Chicago Junction, both in Wisconsin, by purchase from the Chippewa Falls & Northern Railway Company by deeds dated respectively February 13, 1882, and June 11, 1883. The line from Wayne to Randolph, both in Nebraska, was acquired by purchase from the Northwestern Nebraska Railroad Company by deed dated June 8, 1888, and the line from Ashland Junction to Ashland, both in Wisconsin, acquired by deed dated December 9, 1885.

ORGANIZATION.

NAMES OF DIRECTORS.

Marvin Hughitt, Chicago, Ill, June, 1890.

David B. Kimball, Boston, Mass., “

E. W. Winter, St. Paul, Minn., “

W. L. Scott, Erie, Penn., “

C. M. Depew, New York City, N. Y., “

M. L. Spkes, “ “ June, 1891.

John M. Whitman, Chicago, Ill., “

J. H. Howe, St. Paul, Minn., “

John H. Humbird, Hudson, Wis., “

Albert Keep, Chicago, Ill, June, 1892.

Cornelius Vanderbilt, New York City, N. Y., June 1892.

Wm. K. Vanderbilt, " " "

H. McK. Twombly, " " "

Total number of Stockholders at date of last election? 1189.

Date of last meeting of stockholders for election of directors?

June 9, 1889.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

OFFICERS.

President—Marvin Hughitt, Chicago, Ill.

Vice-President—M. L. Sykes, New York City, N. Y.

Secretary—E. E. Woodman, Hudson, Wis.

Treasurer—M. L. Sykes, New York City, N. Y.

Assistant Treasurer—S. O. Howe, New York City, N. Y.

Local Treasurer—G. A. Hamilton, St. Paul, Minn.

Chief Engineer—C. W. Johnson, St. Paul, Minn.

General Counsel—J. H. Howe, St. Paul, Minn.

Attorney—S. L. Perrin, St. Paul, Minn.

Auditor—L. A. Robinson, St. Paul, Minn.

General Manager—E. W. Winter, St. Paul, Minn.

Traffic Manager—F. B. Clarke, St. Paul, Minn.

General Freight Agent—J. T. Clark, St. Paul, Minn.

General Passenger and Ticket Agent—T. W. Teasdale, St. Paul, Minn.

General Superintendent—W. A. Scott, St. Paul, Minn.

Division Superintendent—James McCabe, St. Paul, Minn.

Division Superintendent—Hugh Spencer, Mankato, Minn.

Division Superintendent—H. S. Jaynes, Omaha, Neb.

Superintendent of Telegraph—H. C. Hope, St. Paul, Minn.

General Baggage Agent—E. F. Woode, St. Paul, Minn.

Land Commissioner—W. H. Phipps, Hudson, Wis.

PROPERTY OPERATED.

MAIN LINE OWNED—

	Miles.	Miles.
Chicago, St. Paul, Minneapolis & Omaha Railway, from Elroy to St. Paul.....	195.17	
From North Wisconsin Junction to Bay- field.....	178.24	
From Eau Claire to Chicago Junction...	80.62	
From Superior Junction to Itaska Street Switch.....	60.57	
From St. Paul to Le Mars.....	243.76	
From Missouri River at Covington to Omaha.....	122.90	881.26

BRANCH LINE OWNED—

Chicago, St. Paul, Minneapolis & Omaha Railway, from St. Croix Drawbridge to Stillwater Switch.....	4.55	
From Stillwater Junction to Stillwater..	3.80	
From River Falls Junction to Ellworth..	24.82	
From Merrilan to Neillsville.....	15.37	
From Ashland Junction to Ashland.....	4.38	
Ashland Short Line.....	1.31	
From Lake Crystal to Elmore.....	43.48	
From Huron Lake to Pipestone	55.10	
From Sioux Falls Junction to Mitchell...	130.73	
From Lu Verne to Doon.....	28.00	
From Coburn Junction to Ponca	16.33	
From Emerson to Norfolk.....	46.50	
From Wakefield to Hartington	33.76	
From Wayne to Randolph	21.63	429.26

LINE OF PROPRIETARY COMPANIES—

Superior Short Line Railway, from Superior City to Connors Point.....	8.28	
Superior Short Line of Minnesota, from Rice's Point to Duluth.....	2.60	
Eau Claire, from West Eau Claire to Shaw's Mills ..	2.74	13.62

LINE OPERATED UNDER TRACKAGE RIGHTS—

St. Louis River Bridge (N. P. R. R.) from West Superior to Rice's Point.....	1.59	
St. Paul, Minneapolis & Minnesota Railway, from St. Paul to Minneapolis.....	11.40	
Minneapolis & St. Louis Railway, from Minneapolis to Merriam Junction.....	27.00	
Illinois Central Railroad, from Le Mars to Sioux City	25.20	65.19
Total Mileage operated.....		1,389.33

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE
PROFIT OR LOSS ONLY FROM WHICH IS INCLUDED IN
THE GENERAL BALANCE SHEET.

Menomonie Railway Company, transportation of passengers
and freight, owned, Wisconsin.

Land Grants in Wisconsin, owned.

This company also has the joint use with other companies
of 2.56 miles of track owned by the Minneapolis Union Rail-
way Company, which is not included in the Chicago, St. Paul,
Minneapolis & Omaha mileage.

FUNDED DEBT.
COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION	TIME		Amount of Authorized Issue	Amount Issued	Amount Out- standing	Cash Realized on Amount Issued	Re- deem- ed	INTEREST		
	Date of Issue	When Due						When Payable	Amt. Accrued During Year	Amt. Paid During Year
First Mortgage.....	May 9, 1878	May 1, 1918	.....	\$3,000,000 00	\$3,000,000 00	Assumed	6	May 1, Nov. 1.	\$180,000 00	\$179,310 00
".....	Jan. 1880	1930	.....	800,000 00	800,000 00	with road	6	Jan. 1, July 1.	48,000 00	47,370 00
".....	July 1, 1878	1908	.....	125,000 00	125,000 00	"	8	"	10,000 00	9,900 00
".....	July 1, 1879	1919	.....	6,070,000 00	6,070,000 00	"	6	Apr. 1, Oct. 1.	364,200 00	362,820 00
".....	Jan. 1, 1878	1908	.....	334,800 00	334,800 00	"	7	Jan. 1, July 1.	23,436 00	22,963 50
Consolidated M't'g }	June 1, 1880	1930	.....	9,359,000 00	9,359,000 00	\$9,514,497 96	6	June 1, Dec. 1.	778,425 00	778,770 00
"	"	"	.....	3,708,000 00	3,708,000 00	*				
Total .....	.....	.....	..	\$23,396,800 00	\$23,396,800 00	\$9,514,497 96	....	.....	\$1,404,061 00	\$1,401,183 50

In addition to above this company guarantees \$75,000 (or 1/2) of the bonds of the Minneapolis Eastern Railway.
*Issued in exchange for C. St. P. & M. land grant, income and equipment bonds.

RECAPITULATION OF FUNDED DEBT.

ACCOUNT	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued During Year	Amount Paid During Year
Bonds.....	\$23,396,800 00	\$23,396,800 00	\$1,404,061 00	\$1,401,133 50
Car Trust Obligations.....	.....	.....	.....	.....
Receiver's Certificates.....	.....	.....	.....	.....
Total.....	\$23,396,800 00	\$23,396,800 00	\$1,404,061 00	\$1,401,133 50

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....	\$1,531,137 00
Bills Receivable.....	8,151 84
Due from Agents.....	74,590 56
Net Traffic Balances due from other companies.	7,015 29
Due from solvent companies and individuals....	968,227 11
*Other Cash Assets.....	34,004 24
Total.....	<u>\$2,623,126 04</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 30, 1889.

Audited Vouchers and Accounts.....	\$ 216,652 67
Wages and Salaries	197,344 81
Dividends not called for (Ind. Div., payable in July).....	225,186 00
Matured interest coupons unpaid, (including coupons due July 1).....	82,285 75
Rentals due July 1.....	6,829 23
Balance—Cash Assets.....	1,894,827 58
Total.....	<u>\$2,623,126 04</u>

*Materials and Supplies on hand, \$729,575.06.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

TOTAL AMOUNT OUTSTANDING	APPORTION		AMOUNT PER MILE OF ROAD		Explanatory Remarks
	To Railroads		Miles	Amount	
\$29,819,460 00	\$29,819,460 00		1310 52	\$22,753 91	.....
23,396,800 00	23,396,800 00		1310 52	17,853 07	.....
.....
.....
\$53,216,260 00	\$53,216,260 00		1310 52	\$40,606 98	.....

RECAPITULATION.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD	CAPITAL STOCK	FUNDED DEBT	CURRENT LIABILITIES	TOTAL	AMOUNT PER MILE OF ROAD	
					Miles	Amount
Chicago, St. Paul, Minneapolis & Omaha Railway	\$29,819,460 00	\$23,396,800 00	\$728,298 46	\$53,944,558 46	1310.52	\$41,162 71
Superior Short Line Railway.....	500 00	.....	408,940 06	409,440 06	8.28	49,449 28
Superior Short Line Railway of Minnesota.....	600 00	.....	398,693 12	399,263 12	2.60	153,574 28
Eau Claire Railway	500 00	.....	.....	500 00	2.74	182 48
TOTAL.....	\$29,821,060 00	\$23,396,800 00	\$1,535,931 64	\$54,753,791 64	1324.14	\$41,350 45

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION—

	Net additions during year.
Right of Way.....	\$25,611 36
Fences	30,760 59
Grading and Bridge and Culvert Masonry....	56,955 11
Bridges and Trestles.....	3,137 58
Buildings, Furniture and Fixtures	12,490 28
Shop Machinery and Tools.....	1,391 04
Engineering Expenses.....	7,416 36
Sidings and Yard Extensions.....	99,715 75
Terminal Facilities and Elevators.....	6,022 32
Other items.....	12,277 56
Total Construction.....	<u>\$228,440 25</u>

EQUIPMENT—

Locomotives.....	\$72,369 08
Passenger Cars.....	29,754 00
Combination Cars.....	2,962 19
Freight Cars.....	21 21
Other Cars of all classes.....	8,273 49
Floating Equipment.....	6,444 00
Rotary Steam Snow Plow.....	15,536 75

Total Equipment..... \$122,472 72

Total Cost Construction and Equipment to

June 30, 1888.....\$55,916,048 57

Total Cost Net Additions during year..... \$350,912 97

Less premium on Securities Sold..... 92,105 00

\$258,807 97

Total Cost Construction and Equipment to

June 30, 1889.....\$56,174,856 54

Total Cost per mile..... 42,864 55

INCOME ACCOUNT.

Gross earnings from operation.....	\$6,877,400 13	
Less operating expenses	4,074,255 19	
Income from operation,		\$2,303,144 94
Interest on bonds owned.....	4,750 00	
Dividend on stocks owned.....	4,200 00	
Rentals of tracks, yards, and terminals.....	42,225 58	
Miscellaneous income-less expenses	506,345 28	
Income from other sources,		557,520 81
Total income,		2,860,665 75
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	1,404,061 00	
Rentals, including tracks, yards and terminals.....	83,242 38	
Taxes	252,313 86	
Total deductions from income,		1,739,617 24
Net income,		1,121,048 51
Dividends, three per cent., preferred stock	337,704 00	
Loss in operating Menomonie Ry..	8,842 59	
Total,		346,546 59
Surplus from operations of year ending June 30, 1889.....		774,501 92
Surplus on June 30, 1888.....		4,527,180 66
Surplus on June 30, 1889.....		5,301,682 58

EARNINGS FROM OPERATION.

	Total Receipts	Deductions	Actual Earnings
PASSENGER:			
Passenger revenue.....	<u>\$1,686,708 51</u>		
Less repayments:			
Tickets redeemed.....		\$628 04	
Excess fares refunded.		1,628 68	
Other repayments.....		<u>575 45</u>	
Total deductions....		<u>\$2,827 17</u>	
Total pass'g'r revenue,			\$1,683,881 34
Mail.....			129,852 97
Express.....			108,653 56
Extra bagg'ge and stor-			
age, etc.....			<u>38,153 31</u>
Total Pass'gr earnings			<u>\$1,955,041 18</u>
FREIGHT:			
Freight Revenue.....	<u>\$4,441,157 12</u>		
Less repayments:			
Overcharge to shippers		59,024 37	
Other repayments.....		<u>6,620 19</u>	
Total deductions.....		<u>\$65,644 56</u>	
Total freight revenue..			\$4,375,512 56
Other items.....			<u>10,429 52</u>
Total freight earnings,			<u>\$4,385,942 52</u>
Total passenger and			
freight earnings... ..			\$6,340,983 70
OTHER EARNINGS FROM OPERATION:			
Car Mileage, balance..			1,314 29
Switching charges, bal.			10,661 91
Rentals not otherwise			
provided for.....			<u>24,440 23</u>
Total other earnings...			36,416 43
Total gross earnings			
from operation.....			<u>\$6,377,400 13</u>

BONDS OWNED.

Name—Minnesota Transfer Railway Company's First Mortgage Bonds—Total amount held, \$101,000.00; rate of interest, 5 per cent; income received, \$4,750.00; total amount held, \$101,000; total income received, \$4,750.00.

STOCKS OWNED.

Name—St. Paul Union Depot Company's Stock—Cost to the company, \$70,000.00; total par value, \$70,000.00; rate of interest, 6 per cent; income received, \$4,200.00.

Name—Minnesota Transfer Railway Company's Stock—Cost to the company, \$7,000.00; total par value, \$7,000.00; rate of interest, 6 per cent.

Name—Lake Superior Terminal & Transfer Railway Company's Stock—Cost to the company, \$15,300.00; total par value, \$15,700.00; rate of interest, 6 per cent.

Sioux City Bridge Company's Stock—Cost to the company, \$2,400.00; total par value, \$2,400.00; rate of interest, 6 per cent.

Name—Minneapolis Eastern Railway Company's Stock—Cost to the company, \$15,000.00; total par value, \$15,000.00; rate of interest, 6 per cent.

Total cost to the company, \$109,700.00; total par value, \$110,100.00; total income received, \$4,200.00.

RENTALS RECEIVED

FROM LEASE OF TRACKS AND TERMINALS.

TRACKS:

Omaha to Blair, Fremont, Elkhorn & Missouri Valley Railroad.....	\$32,571 96
Sioux City to Norfolk, Union Pacific Railway	3,767 32
West Superior, Northern Pacific Railroad.....	2,139 72
Total	<u>\$38,479 00</u>

TERMINALS:

Worthington, Burlington, Cedar Rapids & Northern Railroad.....	\$313 20
Eau Claire, Wisconsin Central Company.....	300 00
Omaha, Missouri Pacific Railway..	3,133 33
Total	<u>\$3,746 53</u>
Grand Total Rentals Received....	<u>\$42,225 58</u>

MISCELLANEOUS INCOME.

LAND GRANTS:

Net Proceeds of Sales.....	\$486,297 87
Interest and Exchange	20,047 41
Total	<u>\$506,345 28</u>

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of Roadway.....	\$218,371 50	\$327,830 35	\$546,201 85
Renewals of Rails	44,947 16	67,476 94	112,424 10
Renewals of Ties.....	88,464 48	132,807 35	221,271 83
Repairs of Bridges and Culverts	52,081 04	78,186 69	130,267 73
Repairs of Fences, Road-cross- ings, Signs, and Cattle Guards	9,509 83	14,276 64	23,786 47
Repairs of Buildings.	24,268 24	36,432 70	60,700 94
Repairs of Docks and Wharves	78 24	117 46	195 70
Repairs of Telegraph.....	3,504 82	5,261 62	8,766 44
Total.....	\$441,225 31	\$662,389 75	\$1,103,615 06
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of Loco- motives	\$51,867 59	\$149,974 44	\$201,842 03
Repairs and renewals of Pass- enger Cars.....	69,608 33	.....	69,608 33
Repairs and renewals of Freight Cars.....	.....	192,033 51	192,033 51
Repairs and renewals of Ferry Boats, Tugs, Floats and Barges	303 76	456 02	759 78
Shop Machinery, Tools, etc....	7,627 68	11,451 05	19,078 73
Total.....	\$129,407 36	\$353,915 02	\$483,322 38
CONDUCTING TRANSPORTATION—			
Wages of Enginemen, Firemen and Round-housemen.....	\$170,398 59	\$255,810 99	\$426,209 58
Fuel for Locomotives.....	251,630 25	377,760 06	629,390 31
Water-supply for Locomotives	11,618 62	17,442 46	29,061 08
All other supplies for Locomo- tives.....	10,040 39	15,073 15	25,113 54
Wages of other Trainmen.....	96,434 82	196,004 45	292,493 27
All other train supplies.....	30,486 06	16,670 31	47,156 37

NEBRASKA BOARD OF TRANSPORTATION.

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Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total
Wages of Switchmen, Flagmen and Watchmen.....	48,961 18	73,503 01	122,464 19
Expense of Telegraph, including Train Dispatchers and Operators.....	34,096 70	51,187 70	85,284 40
Wages of Station Agents, Clerks and Laborers.....	149,953 01	225,117 05	375,070 06
Station supplies.....	9,255 37	13,894 63	23,150 00
Loss and Damage.....	14,070 80	21,123 80	35,194 60
Injuries to persons.....	6,611 83	10,272 49	16,884 32
Barges, Floats, Tugs, Ferry-Boats, expenses of, including Wages, Fuel and supplies....	3,042 34	4,567 32	7,609 66
Total.....	\$836,599 96	\$1,278,427 42	\$2,115,027 38
GENERAL EXPENSES—			
Salaries of Officers.....	\$30,935 04	\$46,441 24	\$77,376 28
Salaries of Clerks.....	33,570 51	50,398 26	83,968 77
General Office expenses and Supplies.....	11,821 39	17,746 88	29,568 27
Agencies, including Salaries, and Rent.....	19,674 75	29,542 74	49,217 49
Advertising.....	5,027 85	8,121 32	13,149 17
Commissions.....	26,139 45	.....	26,139 45
Insurance.....	5,950 20	8,932 75	14,882 95
Expense of Fast Freight Lines.....	.....	680 14	680 14
Expense of Traffic Associations.....	809 19	8,833 02	9,642 21
Legal Expenses.....	9,268 54	13,914 39	23,182 93
Stationery and Printing.....	17,803 44	26,679 27	44,482 71
Total.....	\$161,000 36	\$211,290 01	\$372,290 37
RECAPITULATION OF EXPENSES—			
Maintenance of Way and Structures.....	\$441,225 31	\$662,389 75	\$1,103,615 06
Maintenance of Equipment....	129,407 36	353,915 02	483,322 38
Conducting Transportation....	836,599 96	1,278,427 42	2,115,027 38
General Expenses.....	161,000 36	211,290 01	372,290 37
Grand Total.....	\$1,568,232 99	\$2,506,022 20	\$4,074,255 19
Percentage of Operating Expenses to Earnings.....	80.21	57.14	64.25

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

St. Paul, Minneapolis & Minnesota Railway—Cash	\$22,698 56	
Total.....		\$22,698 56
Illinois Central Railroad—Cash....	\$10,800 00	
Total.....		\$10,800 00
Minneapolis & St. Louis Railway— Cash.....	\$12,566 28	
Total		\$12,566 28
Total Rentals—A.....		\$46,059 84

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

TERMINALS:

St. Paul Union Depot, St. Paul Union Depot Company.....	\$5,480 72	
Minneapolis Union Depot, Min- neapolis Union Railway Company	31,701 82	
Total		\$37,182 54
Total Rentals—B.....		\$37,182 54
Grand Total Rentals Paid —A and B.....		\$83,242 38

GENERAL BALANCE SHEET.

DR.

Cost of Road and Equipment.....	\$56,174,856 54
Bonds of other companies owned.....	101,000 00
Stocks of other companies owned.....	109,700 00
Cash and Current Assets.....	2,623,126 04

OTHER ASSETS:

Material and Supplies.....	729,575 06
Total.....	<u>\$59,738,257 64</u>

CR.

Capital Stock	\$34,050,126 66
Less stock owned by Company.....	<u>4,230,666 66</u>
Funded Debt	\$23,396,800 00
Current Liabilities.....	728,298 46
Accrued Interest on Funded Debt not yet payable	186,385 00
Accrued Taxes not yet payable	171,806 70
Land Grants—Less notes and contracts not yet due	133,824 90
Profit and Loss.....	<u>5,301,682 58</u>
Total	\$59,738,257 64

CASH STATEMENT OF FINANCIAL OPERATIONS FOR
THE YEAR ENDING MARCH 31.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operation.....	\$2,803,144 94
From Other Sources.....	<u>557,520 81</u>
Total.....	\$2,860,665 75

INCREASE IN LIABILITIES:

Sale of Bonds.....	\$477,000 00
Increase in Land Grants and Accrued Taxes	<u>42,186 43</u>
Total	519,186 43

DECREASE IN ASSETS:

Cash Assets.....	\$139,648 28
Other Assets.....	<u>67,077 44</u>
Total.....	\$206,725 72

MISCELLANEOUS:

Premium on Bonds issued....	92,105 00	
Sale of Lands (see above— “Net Income from Other Sources.”)		
Total.....		<u>\$92,105 00</u>
Grand Total.....		<u>\$3,678,682 90</u>

RESOURCES ACCOUNTED FOR.**FIXED CHARGES:**

Interest on Funded Debt paid.	\$1,401,133 50	
Rentals.....	83,242 38	
Taxes	252,313 86	
Total		<u>\$1,736,689 74</u>

OTHER CHARGES AGAINST NET IN-

COME.....	\$8,842 59	
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DIVIDENDS	337,704 00	
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BETTERMENTS TO PROPERTY:

Permanent Improvements....	228,440 25	
Additional Equipment.....	122,472 72	
Total.....		<u>\$697,459 56</u>

DECREASE IN LIABILITIES:

Decrease in Current Liabilities	\$308,363 59	
Total		<u>\$308,363 59</u>

INCREASE IN ASSETS:

Cash on hand.....	\$930,560 84	
Other Assets (accrued interest on Funded Debt).....	542 50	
Total.....		<u>\$931,103 34</u>

MISCELLANEOUS:

Securities purchased.....	\$10,066 67	
Total ..		<u>\$10,066 67</u>
Grand Total		<u>\$3,678,682 90</u>

IMPORTANT CHANGES DURING THE YEAR.

All new Mortgages of Stock issued? \$325,000.00. Consolidated Mortgage Bonds were issued in August, 1888, account of purchase of Northeastern Nebraska Railroad, June 8, 1888. These bonds were sold in October, 1888. \$152,000.00 in Consolidated Mortgage Bonds in hands of Treasurer were sold in the month of July, 1888.

All important Financial Changes? Forty shares of Lake Superior Terminal and Transfer Railway Company's capital stock were purchased. We have received from the Minnesota Transfer Railway Company \$6,000 of their First Mortgage Bonds, being part payment on account of construction expenditures incurred for them.

CONTRACTS, AGREEMENTS, ETC.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers:

Express Companies? American Express Company. The railway company to transport in cars attached to its passenger trains each way daily upon its lines in the States of Wisconsin, Minnesota, Iowa and the Territory of Dakota, the messengers, safes and freight of the express company, also such persons as it becomes necessary to send over the road upon the business of the express company. The express company to transport and convey all money and valuable packages, the property of the railway company, and deliver same at all proper places of delivery on the line of the road or termini thereof. The express company to pay for the services rendered upon local merchandise $1\frac{1}{2}$ first-class freight rate per 100 pounds; upon local produce first-class freight rate per 100 pounds;

upon all through and foreign business, first-class rates per 100 pounds. It is provided that the aggregate payment at the rates specified, shall not be less than \$300 per day.

Wells Fargo & Company's Express? The railway company to provide on each of its passenger trains running in the State of Nebraska sufficient facilities for the transportation of all freight and express matter, and to transport free all messengers, safes and contents, empty packing trunks and bullion bags, also the officers, agents or employes, when traveling on business of the express company. The express company to pay 15 cents per mile per day for each day regular passenger trains are run over the lines of railway in Nebraska, less 10 per cent of the gross amount due each month, said deduction being a compensation to the express company for the transportation and delivery of all letters, packages and goods of the railway company sent or delivered on the lines of its road, or over lines of railroad operated by the express company. The express company to have the right to carry an average weight, over the road in Nebraska, of 5,000 pounds per day, and for any excess over 5,000 pounds daily, at the rate of 30c per 100 pounds, less 10 per cent amount as above.

Mails? This company carries United States mails on compensation fixed by the postoffice department. There are no contracts.

Sleeping Cars? The Pullman Palace Car Company runs sleeping cars on the company's railway, the railway company paying the car company as compensation the sum of 3 cents per car per mile run.

Other Railroad Companies? This company leases from the St. P. M. & M. R'y Co. the joint use of 10.10 miles of track between East St. Paul and Minneapolis, paying therefor $2\frac{1}{2}$ per cent per annum on cost of line and proportion of maintenance, based on wheelage. It also

leases from the said railway company the joint use of 1.80 miles of track between East St. Paul and St. Paul, paying therefor \$2,000 per annum. It leases from the Minneapolis & St. Louis Railway Company the joint use of 27 miles of track between Minneapolis and Merriam Junction, paying therefor one-half of 6 per cent per annum on cost of line and proportion of maintenance, based on wheelage. It leases from the Illinois Central Railway Company the joint use of 25.20 miles of track between LeMars and Sioux City, paying therefor \$10,800.00 per annum and proportion of maintenance, based on wheelage. It leases from the Minneapolis Union Railway Company the joint use of terminal facilities at Minneapolis, paying therefor $1\frac{1}{2}$ per cent per annum on the valuation of the plant and proportion of maintenance, based on the number of cars run in passenger trains over the tracks of the Minneapolis Union Railway Company, bears to the whole number of cars run in passenger trains over the same tracks or any part thereof during the same month. This company owns jointly with other companies terminal facilities at St. Paul Union Passenger Depot; it pays a rental and proportion of maintenance, based on the number of this company's cars that run in an out, bears to the total number of all companies running in and out during the same month. This company leases from the Northern Pacific Railroad the joint use of track from West Superior to St. Louis bridge, and pays therefor a rental of 3 per cent per annum on its costs. This company leases to the Northern Pacific Railroad the joint use of track between West Superior and Newton avenue and Superior street line on the same terms; the expenses are divided on a wheelage basis. This company has joint trackage rights over the St. Louis river bridge, and pays the actual cost of operating and maintaining same, on the basis of

the number of cars crossing the bridge. This company has trackage rights over the Sioux City bridge, paying therefor on a sliding scale, per 100 pounds of freight, baggage, etc., and 25 cents per passenger. This company leases to the Fremont, Elkhorn & Missouri Valley Railroad the joint use of its track from Blair to Omaha, receiving therefor an annual rental of $2\frac{1}{2}$ per cent on the valuation. The cost of operation is divided in various ways. This company leases to the Omaha & Republican Valley Railroad the joint use of its track from Norfolk to Covington, Neb., receiving therefor an annual rental of 3 per cent on the valuation. Cost of operation is divided in various ways.

Telegraph Companies? The Western Union Telegraph Company owns one-half of all telegraph lines on company's right of way. The cost of repairs, maintenance, etc., is proportioned as follows: The telegraph company furnishes all the material necessary, the railway company the labor. Each company pays one-half cost of all the instruments used. The railway company receives and transmits at all its telegraph offices, when the wires are not occupied by its own business, all messages, commercial business or business for the public, collecting therefor the usual rates fixed by the telegraph company, and pay the proceeds to the telegraph company. The telegraph company furnishes all the necessary main and local batteries, and all the books and blanks required for commercial business, and receives and transmits messages of the railway company at all its stations free of charge, and all business messages upon the affairs of the railway, over any of its lines wherever situated, in the order of their receipt, to the amount of \$2,500.00 per annum at regular tariff rates.

SECURITY FOR FUNDED DEBT.

- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Elroy to Lake St. Croix, 177.62 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Merrilan to Neillsville, 14.00 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Hudson to River Falls, 12.90 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from E. St. Paul to Lake St. Croix and Stillwater, 20.96
miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from So. Stillwater to Lake St. Croix, 5.00 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from North Wis. Jct'n to Bayfield, 178.38 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Eau Claire to Chicago Jctn, 79.72 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Superior Jct'n to Superior, 60.48 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from St. Paul to Le Mars, 246.00 miles, \$17,786.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Lake Crystal to Elmore, 44.00 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Heron Lake to Pipestone, 56.90 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Worthington to Salem, 98.00 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Lu Verne to Doon, 28.00 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Omaha to Coburn Jct'n, 115.00 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Covington to Ponca, 26.00 miles, \$17,787.91.
- Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Emerson to Norfolk, 46.16 miles, \$17,787.91.

Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Wakefield to Hartington, 33.76 miles, \$17,787.91.

Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from River Falls to Ellsworth, 18.00 miles, \$17,787.91.

Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Ashland Jct'n to Ashland, 5.66 miles, \$17,787.91.

Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Salem to Mitchell, 32.80 miles, \$17,787.91.

Chicago, St. Paul, Minneapolis & Omaha, mortgage bonds,
from Wayne to Randolph, 21.68 miles, \$17,787.91.

Total mileage, 1,315.32.

Amount of mortgage per mile of line, \$17,787.91.

EMPLOYES AND SALARIES.

Class.	No.	Total Yearly Compensation	Av. Daily Com- pensation
General Officers.....	26	\$105,416 52	
General Office Clerks.....	132	98,935 84	\$2 40
Station Agents.....	167	115,010 21	2 20
Other Station Men.....	826	176,797 91	1 78
Enginemen	199	282,243 50	3 20
Firemen.....	199	140,511 85	1 98
Conductors.....	132	125,407 64	3 06
Other Trainmen.....	290	175,184 59	1 93
Machinists.....	241	151,666 48	2 01
Carpenters.....	370	204,162 46	1 76
Other Shopmen.....	117	77,980 67	2 13
Section Foremen....	243	125,097 63	1 65
Other Trackmen	1068	420,817 47	1 26
Switchmen, Flagmen and Watchmen.....	165	108,299 21	2 10
Telegraph Operators and Dis- patchers	131	89,829 33	2 19
All other Employes and Labor- ers.....	615	290,880 48	1 51
Total.....	4,421	\$2,638,241 29	

DISTRIBUTION OF ABOVE.

General Administration.....	\$264,416 00
Maintenance of Way and Structures.....	700,248 76
Maintenance of Equipment.....	449,301 71
Conducting Transportation.....	1,224,274 82
Total	<hr/> \$2,638,241 29

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger Traffic—

Number of passengers carried earning revenue, 1,406,668.

Number of passengers carried one mile, 66,792,319.

Average distance carried, 47.48 miles.

Total Passenger revenue, \$1,688,881.84.

Average amount received from each passenger, \$1.19707.

Average receipts per passenger per mile, \$.02521.

Estimated cost of carrying each passenger one mile, \$.02348.

Passenger earnings per mile of road, \$1,212.01.

Passenger earnings per train mile, \$.95793.

Freight Traffic—

Number of tons carried of freight earning revenue,
2,858,862.218.

Number of tons carried one mile, 389,496,026.823.

Average distance haul of one ton, 165 miles.

Total freight revenue, \$4,375,512.56.

Average amount received for each ton of freight, \$1,85.886.

Average receipts per ton per mile, 1.123.

Estimated cost of carrying one ton one mile, 643.

Freight earnings per mile of road, \$3,149.37.

Freight earnings per train mile, \$1,65.889.

Passenger and Freight—

Passenger and freight earnings, \$6,059,393.90.

Passenger and freight earnings per mile of road, \$4,361.38.

Expense per mile of road, \$2,932.53.

Total earnings per mile of road, including Mails, Express, etc., \$4,564.06.

Number of passenger trains, 26,292.

Number of freight trains, 26,666.

Number of mixed trains, 10,908.

Train Mileage—

Miles run by passenger trains, 1,757,833.

Miles run by freight trains, 2,301,817.

Miles run by mixed trains, 335,804.

Total Mileage Trains Earning Revenue, 4,395,454.

Miles run by switching trains, 1,168,080.

Miles run by construction and other trains, 209,994.

Grand Total Train Mileage, 5,773,528.

Mileage of loaded freight cars, North or East, 16,475,732.

Mileage of loaded freight cars, South or West, 22,195,924.

Mileage of empty freight cars, North or East, 8,423,993.

Mileage of empty freight cars, South or West, 3,274,269.

Average number of freight cars in train, 19.10.

Average number of loaded cars in train, 14.66.

Average number of empty cars in train, 4.44.

Average number of tons of freight in train, 147.67.

Average number of tons of freight in each loaded car.
10.07.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	253,600	97,224	350,824	14.94
Flour.....	127,424	1,578	129,002	5.50
Other Mill Products.....	100,721	1,236	101,957	4.34
Hay.....	39,694	3,232	42,926	1.83
Tobacco.....	5	22	27	.00
Fruit and Vegetables.....	19,915	11,894	31,809	1.36
PRODUCTS OF ANIMALS—				
Live Stock.....	78,725	26,573	105,298	4.49
Dressed Meats.....	6,448	2,034	8,482	.36
Other Packing-house Pro- ducts	7,220	1,321	8,541	.36
Poultry, Game and Fish.....	2,414	70	2,484	.11
Wool	519	31	550	.02
Hides and Leather.....	2,828	443	3,271	.14
PRODUCTS OF MINES—				
Anthracite Coal.....	105,920	5,196	111,116	4.73
Bituminous Coal.....	81,351	91,007	172,358	7.34
Coke	15,673	1,725	17,398	.74
Ores	11,512	28,483	39,995	1.70
Stone, Sand and other like articles	181,833	6,292	188,125	8.01
PRODUCTS OF FORESTS—				
Lumber	560,286	26,607	586,893	25.00
MANUFACTURES—				
Petroleum and other Oils....	11,721	4,623	16,344	.70
Sugar	4,838	969	5,807	.25
Iron, Pig and Bloom	17,008	4,914	21,922	.93
Iron and Steel Rails.....	2,293	8,956	11,249	.48
Other Castings and Machi- nery	6,970	6,256	13,226	.56
Bar and Sheet Metal	1,978	866	2,844	.12

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent.
Cement, Brick and Lime....	16,876	11,869	28,745	1.23
Agricultural Implements. ..	3,129	6,574	9,703	.41
Wagons, Carriages, Tools, Etc.....	2,278	2,533	4,811	.21
Wines, Liquors and Beer....	3,190	7,962	11,161	.48
Household Goods and Fur- niture.....	8,655	5,613	14,268	.61
Merchandise.....	106,350	79,706	186,056	7.92
MISCELLANEOUS—				
Other commodities not men- tioned above.....	68,474	51,921	120,395	5.13
Total Tonnage	1,849,857	497,730	2,347,587	100.00

DESCRIPTION OF EQUIPMENT.

ITEM	Number Added During Year	Total Number at end of Year	EQUIPPED WITH TRAIN BRAKES		CARS FITTED WITH AUTOMATIC COUPLER	
			Number	Kind	Number	Kind
Locomotives—						
Passenger ..	...	52	149	Westinghouse	...	...
Freight ..	8	159	14	Am. Steam	...	...
Switching ..	...	24	1	Eame Vacuum	...	...
Total	8	285	...	...	...	...
Cars in Passenger Service—						
First-class passenger cars ..	6	71	71	Westinghouse	71	Miller
Second-class passenger cars ..	...	27	27	"	27	"
Combination passenger cars ..	...	...	...	...	...	...
Emigrant cars ..	...	...	...	...	...	...
Dining cars ..	...	2	2	"	2	"
Parlor cars ..	...	4	4	"	4	"
Sleeping cars ..	...	...	...	...	...	...
Express and postal cars ..	...	51	51	"	51	Miller
in passenger service ..	...	2	2	"	2	"
Total	6	157	157	...	157	...
Cars in Freight Service—						
Box cars ..	...	4,982	...	...	...	...
Flat cars ..	...	1,228	...	...	...	...
Stock cars ..	...	410	...	...	...	...

DESCRIPTION OF EQUIPMENT—CONTINUED.

	Number Added During Year	Total Number at end of Year					
Tank cars.....	...	924	...	...	...	...	...
Refrigerator cars.....	...	...	...	...	...	...	...
Other cars (Furniture cars).....	2	35	...	...	...	...	Hinson
Total.....	2	2	...	...	...	...	...
Cars in Company's Service—		7,576					
Derrick cars.....	...	4	...	...	...	...	...
Caboose cars.....	...	108	...	...	...	...	...
Other road cars.....	7	20	...	...	...	...	...
Rotary Steam Snow Plow.....	1	1	...	...	...	...	...
Total.....	8	138	...	...	...	...	...
Cars contributed to fast freight line service.....	...	470	...	...	...	...	...
Total owned.....	...	8,571	...	...	...	...	...
Cars leased.....	...	...	...	...	...	...	...
Grand Total.....	24	8,571	...	...	...	...	...

MILEAGE OF ROAD OPERATED.

LINE IN USE	Main Line Owned		Branch Line Owned		Line Oper- ated under Lease		Line Oper- ated under Contract		Line of Proprietary Companies		Line Oper- ated under Trackage Rights		Total Mileage Operated		New Line Constructed during Year		RAILS.	
	Owned		Owned		Owned		Owned		Owned		Owned		Owned		Owned		Iron	Steel
Miles of single track.....	881.26		429.26						13.62		65.19		1,389.33				296.05	1,093.28
Miles of second track.....	20.79												20.79					20.79
Miles of third track.....																		
Miles of fourth track.....																		
Miles of yard track, sidings, and spurs													285.23		15.49			
Total mileage operated (all tracks)	902.05		429.26						13.62		65.19		1,695.35		15.49		296.05	1,114.07

MILEAGE BY STATES AND TERRITORIES OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS.	
									Iron	Steel
Minnesota.....	205.23	159.52	.....	.....	2.60	..	367.35	38.40	108.77	296.98
Wisconsin.....	496.96	45.88	.....	.....	11.02	.....	553.86	1.59	66.79	488.66
Iowa.....	57.11	17.44	.....	.....	.....	.....	74.55	25.20	18.38	81.37
Dakota.....	.....	88.20	.....	.....	.....	.....	88.20	.....	32.51	55.69
Nebraska.....	121.96	118.22	.....	.....	.....	.....	240.18	2.10	69.60	170.58
Total mileage operated (single track).....	881.26	429.26	.....	.....	13.62	.....	1,324.14	65.19	296.05	1,093.28

MILEAGE (BY STATES AND TERRITORIES) OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS	
									Iron	Steel
Minnesota.....	205.23	159.52	.....	.....	2.60	.....	367.35	.....	108.77	258.58
Wisconsin.....	496.96	45.88	.....	.....	11.02	.....	553.86	.....	66.79	487.07
Iowa.....	57.11	17.44	.....	.....	.....	.....	74.55	.....	13.38	56.17
Dakota.....	.....	88.20	.....	.....	.....	.....	88.20	.....	32.51	55.69
Nebraska.....	121.96	118.22	.....	.....	.....	.....	240.18	.....	69.60	170.58
Total mileage owned (single track)	881.26	429.26	.....	.....	13.62	.....	1,324.14	.....	296.05	1,028.09

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind	Tons	Weight per yard	Av. Price per ton at Distributing Point
Steel.	5,419-40	65 lbs.	Elroy, \$35 02
Steel.	122-84	60 lbs.	Kasota, 36 90
Steel.	1-25	56 lbs.	Blair, 37 40
Total Steel	5,543-49		

NEW TIES LAID DURING YEAR.

Kind	Number	Av. Price per ton at Distributing Point
White Oak.....	286,360	Elroy, 37c; Kasota, 50c.
Black Oak.....	22,606	26c.
Elm.....	117,951	Elroy, 26c; Kasota, 29c.
Tamarac	7,701	Elroy, 23c; Kasota, 29c.
Pine.....	160,960	21c.
Hemlock	57,676	Elroy, 23c; Kasota, 24c.
Cedar.....	648	30c.
Butternut.....	290	25c.
Culls	22,631	Elroy, 11c; Kasota, 13c.
Switch and Bridge Ties— 575,625 feet.....		\$16.00 per M feet. Kasota, \$15.81 per M ft. Blair, \$16.00 per M feet.
Total	676,823	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

COAL—Tons		WOOD—Cords		Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed per mile
Acite	Bituminous	Hard	Soft			
.....	64,274	.....	1,975	62,562	1,896,656	68.62
.....	95,375	.....	2,930	96,840	2,862,671	67.66
.....	39,394	.....	1,210	39,999	1,168,080	68.49
.....	82,95	.....	256	8,423.00	209,994	90.22
Total.....		.....	6,871	210,524	6,137,401	

ACCIDENTS TO PERSONS.

	1		2	3
Falling from trains and engines.	1			13
Overhead obstructions				3
Collisions	2	3	3	3
Derailments				2
Other train accidents				
At highway crossings				
At stations			1	
Other causes	2	9	2	11
Totals	5	12	3	47

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
FROM—	TO—	Miles	Number of Curves	Aggregate Length of Curved Line	Length of Straight Line	Length of Level Line	Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
Elroy	M. & M.	195.17	209	35.89	159.28	37.52	186	2552.7	78.73	211	2708.2	79.92
River Falls Jct.		24.82	43	6.65	18.17	8.31	46	745.1	13.79	40	878.7	7.72
Stillwater Jct.		3.30	5	1.93	1.97	.17				4	199.1	3.15
St. Croix Draw Bridge.		4.55	13	1.80	3.26	1.27	5	65.2	2.59	8	18.6	.69
Merrillan.		15.87	18	3.55	11.81	3.05	16	288.0	6.19	20	318.0	6.13
West Eau Claire.		2.74	6	1.48	1.29	.41	1	2.7	.90	4	107.1	2.06
Eau Claire.		79.65	54	13.94	65.91	15.63	97	951.3	40.44	54	706.1	23.75
Spur to City Depot.		.77	3	.27	.50	.32	3	17.6	.45			
North Wis Jct.		178.24	204	37.65	140.59	35.75	203	2153.0	71.54	179	2428.1	70.95
Ashland Jct.		4.38	5	.53	8.95	.43	8	69.5	1.97	5	51.5	1.96
Ashland Shore Line		1.81	7	.40	.94	.90	1	1.5	.06	1	18.0	.35
Superior Jct.		60.57	61	11.14	49.43	13.96	48	512.5	16.64	66	967.0	29.97
Superior Short Line Jct.		6.30	6	1.51	4.79	2.52	5	82.0	1.51	9	50.6	2.27
Rice's Point, Duluth		2.60	5	.41	2.18	2.10	1	2.2	.20	7	16.5	.40
Superior St. Line.		.53	2	.21	.57	.10				2	18.0	.48
Connor's Point Line.		1.40	3	.27	1.13	.50	2	6.0	.47	3	10.0	.43
St. Paul.		243.76	195	44.18	199.58	82.49	949	2377.5	86.73	290	1948.8	74.49
Lake Crystal.		48.48	22	4.90	38.58	15.96	54	429.2	16.84	45	390.5	10.68
Heron Lake.		55.10	44	7.97	47.13	15.15	118	998.5	24.15	73	558.0	15.90
La Verne.		26.00	14	5.43	24.57	11.95	6	39.0	1.72	33	209.0	14.83
Stouk Falls Jct.		130.73	97	23.41	107.32	24.10	142	1462.0	43.03	172	1782.7	53.60
Stouk City.		120.65	148	24.10	96.55	32.37	110	1252.2	34.46	150	1385.0	53.82
Osburn Jct.		16.33	36	4.12	12.21	6.30	40	176.6	6.90	21	139.1	8.13
Emerson		46.50	51	9.75	36.75	12.65	46	547.0	20.95	43	453.7	13.00
Wakefield		33.76	19	3.47	30.29	7.17	55	233.7	17.27	29	241.5	9.52
Wayne		21.68	9	1.46	20.17	4.71	44	363.6	13.35	10	124.0	2.97
Mo. River Transfer.		2.35	5	.70	1.55	.64	1	6.0	.83	2	16.2	1.23
TOTAL.		1324.14	1274	244.60	1078.54	341.46	1881	15192.6	501.11	1403	1503.9	481.57

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number Stone, 35 Stone Arch, 173 Stone Box.

Number Iron, 26.

Number Wooden, 42.

Number Combination, 3.

Trestles—

Number, 2,877.

Aggregate length, 166,965 feet.

Tunnels—

Number, 1.

Aggregate length of all tunnels, 872 feet.

Guage of track—

Standard, 4 feet, 8½ inches.

Telegraph—

One-half owned by this company, and one-half by the Western Union Telegraph Company, jointly, 1,403 miles of line.

One-half owned by this company, and one-half owned by the Western Union Telegraph Company, jointly, 4,454 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By the terms of mortgage securing consolidated mortgage bonds. These bonds can be issued to retire all the other bonds at maturity.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. St. Paul Union Depot, St. Paul Union Depot Company; Minneapolis Union Depot, Minneapolis Union Railway Company; Stillwater Union Depot, Stillwater Union Depot and Transfer Company; West Superior Union Depot, Lake Superior Terminal and Transfer Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Interstate Railway Association, Trans-Missouri Passenger and Freight Association, Western States Passenger Association, Western Freight Association, Western Weighing Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. Commercial Express, Blue Line, Canada Southern Line, Nickel Plate Line, Red Line; this Company is a member of all fast freight lines which operate over its line.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

WE, THE UNDERSIGNED, E. W. Winter, general manager, and L. A. Robinson, Auditor, of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. W. WINTER,
General Manager.

L. A. ROBINSON,
Auditor.

Subscribed and sworn to before me this 14th day of September, 1889.

[SEAL]

GEO. R. HENDERSON,
Notary Public.

REPORT
OF THE
SIOUX CITY & PACIFIC RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? Sioux City & Pacific Railroad Company.

Date of organization? August 1st, 1864.

Under laws of what government, state, or territory organized.

If more than one, name all; give reference to each statute and all amendments thereof. Organized under general railroad law of Iowa, August 1, 1864.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same. The Northern Nebraska Air Line Railroad organized under general railroad law of Nebraska, June 7, 1867.

Date and authority for each consolidation? Northern Nebraska Air Line Railroad, consolidated under general law, September 15, 1868.

ORGANIZATION.

NAMES OF DIRECTORS.

Marvin Hughitt, Chicago, Ill., May, 1890.

Albert Keep, " "

Martin L. Sykes, New York, "

William H. Stennett, Chicago, Ill., May, 1890.

David P. Kimball, Boston, Mass., “

Horace Williams, Clinton, Iowa, “

Philo E. Hall, Cedar Rapids, “ “

Marshall M. Kirkman, Chicago, Ill., “

Joseph B. Redfield, “ “

Total number of stockholders at date of last election? 69.

Date of last meeting of stockholders for election of directors?

May 15th, 1889.

Give postoffice address of general office? Chicago, Ill., and
Cedar Rapids, Iowa.

Give postoffice address of operating office? Omaha, Neb.

OFFICERS.

President—Marvin Hughitt, Chicago, Ill.

Vice-President—Martin L. Sykes, New York City, N. Y.

Secretary—Joseph B. Redfield, Chicago, Ill.

Treasurer—Marshall M. Kirkman, Chicago, Ill.

Chief Engineer—James E. Ainsworth, Omaha, Neb.

General Counsel—William C. Goudy, Chicago, Ill.

General Attorney—John B. Hawley, Omaha, Neb.

Comptroller—Marshall M. Kirkman, Chicago, Ill.

Auditor—Joseph B. Redfield, Chicago, Ill.

General Manager—Horace G. Burt, Omaha, Neb.

General Passenger Agent—John R. Buchanan, Omaha, Neb.

General Freight Agent—Kingsley C. Morehouse, Omaha, Neb.

General Superintendent—Charles C. Hughes, Omaha, Neb.

Superintendent of Telegraph—William P. McFarlane, Missouri
Valley, Iowa.

General Baggage Agent—Oliver W. Whittlesey, Missouri Val-
ley, Iowa.

Land Commissioner—Charles E. Simmons, Chicago, Ill.

PROPERTY OPERATED.

		Miles	
Sioux City & Pacific Railroad, from Sioux City,			
Iowa, to Fremont, Neb.....	101.58	.....
Sioux City & Pacific Railroad, from Missouri			
Valley, Iowa, to California Junction.....	5.84	107.42	
		<hr/>	<hr/>
Total mileage operated.....		107.42	

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Amount Issued and Outstanding	MARKET PRICE OF SHARES		DIVIDENDS DECLARED DURING YEAR	
				June 30, 1939.	Ay. for Year	Rate	Amount
Capital Stock—							
Common.....	\$100 00	\$6,000,000 00	\$1,899,400 00	Not listed		7	*\$11,830 00
Preferred..	\$100 00		169,000 00	.....		.....	.....
Total .....	.....	\$6,000,000 00	\$2,068,400 00	.....		.....	\$11,830 00
*Interest bearing stock.							
MANNER OF PAYMENT FOR CAPITAL STOCK	Number of Shares	Total Cash Realized	GIVE PARTICULARS AND EXPLANATIONS				
Issued for Cash—							
Common.....	.....	.....			
Preferred.....	.....	.....			
Issued for Construction—							
Common.....	18,994	.....				
Preferred.....	.....	.....			
Issued for Reorganization—							
Common.....	.....	.....			
Preferred.....	.....	.....			
Issued for purchase of the road by Valley Junction	1,690	.....				
Total..	20,684	.....				

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash	\$88,620 90
Due from Agents.....	61,829 17
Net Traffic Balances due from other companies..	23,734 66
Other Cash Assets *.....	
Total.....	<u>\$169,184 73</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889

Audited Vouchers and Accounts	\$41,605 68
Wages and Salaries.....	28,696 86
Matured Interest Coupons Unpaid (including Coupons due July 1,).....	74,610 00
Balance—Cash Assets....	<u>24,272 74</u>
Total	<u>\$169,184 73</u>

*Materials and Supplies on hand, \$110,541.74.

RECAPITULATION OF FUNDED DEBT.

Amount Outstanding	INTEREST	
	Amount Accrued During Year	Amount Paid During Year
256,320 00	\$195,379 20	\$122,145 00
.....
.....
256,320 00	\$195,379 20	\$122,145 00

RECAPITULATION.
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	TOTAL AMOUNT OUTSTANDING	APPROPRIATION		EXPLANATORY REMARKS
		To Railroads	Amount	
Capital Stock.....	\$2,068,400 00	\$2,068,400 00	107.42 \$19,255 26	.....
Bonds.....	3,256,320 00	3,256,320 00	107.42 30,313 90	.....
Car Trust Oblig'tns.....	.....	.....	.....	.....
Receiver's Certif's.....	.....	.....	.....	.....
Total.....	\$5,324,720 00	\$5,324,720 00	107.42 \$49,569 16	.....

RECAPITULATION.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD	CAPITAL STOCK	FUNDED DEBT	CURRENT LIABILITIES	TOTAL	AMOUNT PER MILE OF ROAD	
					Miles	Amount
Sioux City & Pacific Railroad Company..	\$2,068,400 00	\$3,256,320 00	\$144,911 99	\$5,469,631 99	107.42	\$50,918 19
GRAND TOTAL.....	\$2,068,400 00	\$3,256,320 00	\$144,911 99	\$5,469,631 99	107.42	\$50,918 19

EQUIPMENT—				
Locomotives.....	.....	.....	.....	.....
and Dining Cars.....	.....	.....	.....	.....
and Postal Cars.....	.....	.....	.....	.....
Freight Cars.....	.....	.....	.....	.....
of all classes.....	.....	.....	.....	.....
floating equipment.....	.....	.....	.....	.....
Total Equipment.....	.....	.....	.....	.....
Grand Total Cost Construction and Equipment.....	\$5,553,695 64	\$43,771 14	\$5,597,466 78	\$52,108 24

INCOME ACCOUNT.

Gross Earnings from Operation. . . .	\$559,974 73	
Less Operating Expenses.	388,366 88	
	<hr/>	
Income from Operation. . .		\$226,608 40
Rentals of Tracks, Yards and Terminals.	18,441 28	
Miscellaneous Income—less Ex- penses	8,063 96	
Income from Other Sources		16,505 19
		<hr/>
Total Income.		\$248,118 59
DEDUCTIONS FROM INCOME—		
Interest on Funded Debt accrued	195,379 20	
Interest on Interest-bearing Cur- rent Liabilities accrued, not otherwise provided for.	5,578 18	
Taxes	14,076 63	
Other Deductions, Interest on Preferred Stock.	11,830 00	
	<hr/>	
Total Deductions from Income		226,858 96
		<hr/>
Net Income.		16,254 63
Surplus from Operations of year ending June 30, 1889.		16,254 63
Deficit on June 30, 1888.		1,460,626 58
		<hr/>
Deficit on June 30, 1889.		\$1,444,371 95

EARNINGS FROM OPERATION.

	Total Receipts	Deductions	Actual Earnings
PASSENGER—			
Passenger Revenue. . . .	\$251,154 77		
Tickets redeemed.		\$813 24	
Excess Fares refunded.		12 44	
		<hr/>	
Total Deductions		825 68	

NEBRASKA BOARD OF TRANSPORTATION.

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	Total Receipts	Deductions	Actual Earnings
Total Passenger Revenue.....			\$250,829 09
Mail.....			23,028 12
Express.....			10,125 42
Extra Baggage and Storage.....			4,535 78
Other items.....			300 00
Total Passenger Earnings			<u>\$288,818 41</u>
FREIGHT—			
Freight Revenue.....	\$272,226 59		
Overcharge to shippers		5,454 54	
Other repayments.....		117 42	
Total Deductions.....		<u>\$5,571 96</u>	
Total Freight Revenue.			\$266,654 63
Total Revenue.....		\$196 88 }	
Less Overcharges.....		36 00 }	160 88
Total Freight Earnings			<u>\$266,815 51</u>
Total Passenger and Freight Earnings....			<u>\$555,633 92</u>
OTHER EARNINGS FROM OPERATION—			
Switching charges—Balance.....			\$186 50
Rentals not otherwise provided for.....			4,154 81
Total Other Earnings.			<u>\$4,340 81</u>
Total Gross Earnings from Operation.....			<u>\$559,974 78</u>

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

TRACKS—

Missouri Valley & Fremont, Fremont, Elkhorn & Missouri Valley Railroad.....	\$13,441 23
Total.....	\$13,441 23
Grand Total Rentals Received.	\$13,441 23

MISCELLANEOUS INCOME.

	Gross Income	Net Miscella- neous Income
Profit and loss for amounts received for wear and tear on this company's machinery and tools used in repairing foreign companies equipment.....	\$3,063 96	\$3,063 96
Total.	\$3,063 96	\$3,063 96

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item	Chargeable to Passenger Traffic	Chargeable to Freight Traffic	Total
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of Roadway....	\$26,845 61	\$17,432 15	\$44,277 76
Renewals of Rails.....	1,960 82	1,273 26	Cr 3,234 08
Renewals of Ties.....	6,108 86	3,966 78	10,075 64
Repairs of Bridges and Culverts.....	5,868 63	3,810 78	9,679 41
Repairs of Fences, Road- crossings, Signs and Cattle Guards.....	738 26	479 38	1,217 64
Repairs of Buildings....	5,369 21	3,486 49	8,855 70
Repairs of Telegraph....	611 71	397 22	1,008 93
Total	\$43,581 46	\$28,299 54	\$71,881 00

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of Locomotives.....	7,125 67	10,555 90	17,681 57
Repairs and renewals of Passenger Cars.....	5,562 18		5,562 18
Repairs and renewals of Freight Cars.....		7,662 23	7,662 23
Shop Machinery, Tools etc	5,755 58	3,737 37	9,492 95
Total.....	\$18,443 43	\$21,955 50	\$40,398 93
CONDUCTING TRANSPORTATION—			
Wages of Enginemen, Firemen and Round- housemen.....	18,217 61	11,829 58	30,047 19
Fuel for Locomotives.....	23,529 37	15,278 76	38,808 13
Water-supply for Locomo- tives.....	1,060 79	688 83	1,749 62
All other supplies for Loco- motives.....	1,171 54	760 73	1,932 27
Wages of other Trainmen	10,034 06	7,631 54	17,665 60
All other train supplies...	1,964 87	1,275 89	3,240 76
Wages of Switchmen, Flagmen and Watch- men.....	5,837 30	3,790 44	9,627 74
Expense of Telegraph, in- cluding Train Dispatch- ers and Operators.....	5,086 23	3,302 73	8,388 96
Wages of Station Agents, Clerks and Laborers....	20,679 27	13,428 05	34,107 32
Station supplies.....	1,267 72	823 19	2,090 91
Car Mileage—Balance....	4,710 81	20,825 28	25,536 09
Loss and Damage.....	35 50	1,739 26	1,774 76
Injuries to persons.....	3,309 39	15,103 22	18,412 61
Total.....	\$96,904 46	\$96,477 50	\$193,381 96

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
GENERAL EXPENSES—			
Salaries of Officers.....	\$8,544 81	\$2,801 82	\$5,846 63
Salaries of Clerks.....	4,542 84	2,949 88	7,492 72
General Office Expenses and Supplies.....	1,478 30	959 94	2,438 24
Agencies, including Sal- aries and Rent.....	1,359 82	883 00	2,242 82
Advertising	338 98	220 11	559 09
Commissions	1,294 33		1,294 33
Insurance	1 80	1 17	2 97
Expense of Traffic Associ- ations	410 06	266 27	676 33
Rentals not otherwise pro- vided for.....	558 98	362 97	921 95
Legal Expenses.....	1,352 74	878 40	2,231 14
Stationery and Printing.	2,424 12	1,574 10	3,998 22
Total.....	\$17,306 78	\$10,397 66	\$27,704 44
RECAPITULATION OF EXPENSES—			
Maintenance of Way and Structures.....	\$43,581 46	\$28,299 54	\$71,881 00
Maintenance of Equip- ment.....	18,443 43	21,955 50	40,398 93
Conducting Transporta- tion	96,904 46	96,477 50	193,381 96
General Expenses.....	17,306 78	10,397 66	27,704 44
Grand Total.....	\$176,236 13	\$157,130 20	\$333,366 33
Percentage of Operating Expenses to Earnings.	\$60.56	\$58.42	\$59.53

GENERAL BALANCE SHEET.

Dr.

Cost of Road—Cost of Equipment	\$5,597,466 78
Cash and Current Assets.....	169,184 73
Materials and Supplies.....	110,541 74
Due from U. S. Government adjudicated.....	107,537 02
Not yet adjudicated:.....	93,979 97
Profit and Loss.....	1,444,371 95
Total.....	<u>\$7,523,082 19</u>

Cr.

Capital Stock	\$2,068,400 00
Funded Debt.....	1,628,000 00
U. S. Government Lien.....	1,628,320 00
Current Liabilities	144,911 99
Accrued Interest on Preferred Stock.....	2,957 51
Interest on U. S. Government Lien.....	2,050,492 69
Total.....	<u>\$7,523,082 19</u>

CASH STATEMENT OF FINANCIAL OPERATIONS FOR
THE YEAR.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operation.....	\$262,603 40	
From other Sources.....	16,505 19	
Total.....		\$243,113 59

INCREASE IN LIABILITIES:

Increase in Current Liabilities	\$17,363 66	
Total.....		\$17,363 66

DECREASE IN ASSETS:

Cash Assets.....	\$59,540 23	
Total.....		\$59,540 23

Grand Total.....		<u>\$320,017 48</u>
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RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt paid	\$122,145 00	
Other Interest paid.....	17,403 13	
Taxes.....	14,076 63	
Total.....		\$153,624 76

BETTERMENTS TO PROPERTY:

Other Permanent Improve- ments.....	\$43,771 14	
Total.....		\$43,771 14

INCREASE IN ASSETS:

Cash on hand.....	\$59,401 75	
Other Assets.....	63,219 83	
Total.....		\$122,621 58
Grand Total.....		<u>\$320,017 48</u>

CONTRACTS, AGREEMENTS, ETC.

A consise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers.

Express Companies? This company has a contract with Wells, Fargo & Co., dated November 22, 1886, by which the express company agreee to pay twenty cents per mile per day, thirty days per month, for the carriage of an average daily weight of 6,000 pounds of express matter (4,000 pounds westward and 2,000 pounds eastward) and thirty cents per hundred pounds per 100 miles for any excess of weight over the line between Missouri Valley and Fremont. The express business over the line between Missouri Valley and Sioux City is done by the American Express Company, they pay tariff rates having no written contract.

Mails? This company carries the United States mails upon orders of the Postoffice Department, for such compensation as may be from time to time fixed.

Sleeping, Parlor or Dining Car Companies? Sleeping cars are run, owned by the Wagner Palace Car Company, and by the Pullman Palace Car Company, by which companies the charges are made and collected. No written contract.

Other Railroad Companies? This company has an agreement with the Fremont Elkhorn & Missouri Valley Railroad Company, under date of November 1, 1884, giving to that company the right to joint use with this company this company's track between Missouri Valley and Fremont.

Telegraph Companies? The contract with the Western Union Telegraph Company dated April 1, 1871, leases to that company this company's telegraph line for a term of twenty-five years, and provides that this company shall have the use of sufficient wires and facilities for the business of the railroad under certain regulations as to their use.

SECURITY FOR FUNDED DEBT.

First Mortgage Bonds, from Sioux City to Fremont, 101.58 miles; amount of mortgage per mile of line, \$16,026.77; what equipment mortgaged, all.

U. S. Subsidy Bonds (2nd mortgage), from Sioux City to Fremont, 101.58 miles; amount of mortgage per mile of line, \$16, 029.93; what equipment mortgaged, all.

THIRD ANNUAL REPORT OF THE
EMPLOYEES AND SALARIES.

Class	No.	Total Yearly Com- pensation	Av. Daily Com- pensation
General Officers.....	15	\$ 5,487 12	
General Office Clerks.....	36	32,043 28	\$2 88
Station Agents.....	17	11,633 38	2 21
Other Station Men.....	42	23,817 00	1 83
Enginemen.....	15	17,743 66	3 82
Firemen.....	16	12,185 43	2 46
Conductors.....	11	9,739 97	2 87
Other Trainmen.....	24	13,771 68	1 86
Machinists.....	36	26,295 10	2 36
Carpenters.....	62	39,871 75	2 08
Other Shopmen.....	192	94,964 10	1 60
Section Foremen.....	19	9,654 05	1 64
Other Trackmen.....	80	34,356 07	1 37
Switchmen, Flagmen and Watch- men.....	28	18,236 45	2 11
Telegraph Operators and Dispatch- ers.....	13	8,295 04	2 07
All other Employes and Laborers.	18	13,768 05	2 47
Total.....	624	\$371,862 13	

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic—

Number of passengers carried earning revenue, 230,300.

Number of passengers carried one mile, 9,596,187.

Average distance carried, 42 miles.

Total passenger revenue, \$250,829.09.

Average amount received from each passenger, \$1.08914.

Average receipts per passenger per mile, \$.02614.

Estimated cost of carrying each passenger one mile, \$.01837.

Passenger earnings per mile of road, \$2,688.68.

Passenger earnings per train-mile, \$1.55545.

Freight Traffic—

Number of tons carried of freight earning revenue, 450,220.

Number of tons carried one mile, 17,961,698.

Average distance haul of one ton, 40 miles.

Total freight revenue, \$266,654.63.

Average amount received for each ton of freight, \$59.228.

Average receipts per ton per mile, \$.01484.

Freight earnings per mile of road, \$2,483.85.

Estimated cost of carrying one ton one mile, .00875.

Freight earnings per train-mile, \$2.21323.

Passenger and Freight—

Passenger and freight earnings, \$555,633.92.

Passenger and freight earnings per mile of road, \$5,172.53.

Expense per mile of road, \$3,103.39.

Total earnings per mile of road, including mails, express, etc., \$5,212.95.

Number of passenger trains, 3,430.

Number of freight trains, 2,047.

Train Mileage—

Miles run by passenger trains, 185,681.

Miles run by freight trains, 120,554.

Total mileage trains earning revenue, 306,235.

Miles run by switching trains, 131,349.

Miles run by construction and other trains, 7,106.

Grand total train mileage, 444,690.

Mileage of loaded freight cars—North or East, 841,072.

Mileage of loaded freight cars—South or West, 659,219.

Mileage of empty freight cars—North or East, 250,049.

Mileage of empty freight cars—South or West, 522,829.

Average number of freight cars in train, 18 9-10.

Average number of loaded cars in train, 12 5-10.

Average number of empty cars in train, 6 4-10.

Average number of tons of freight in train, 149.

Average number of tons of freight in each loaded car, 12.

THIRD ANNUAL REPORT OF THE
FREIGHT TRAFFIC MOVEMENT.

COMPANY'S MATERIAL EXCLUDED.

	Origin- ating on this Road Tons	Received from other Sources Tons	Total Freight Tonage	
			Tons	Per Cent
PRODUCTS OF AGRICULTURE—				
Grain	46,768	27,036	73,804	16.39
Flour	1,384	1,852	3,236	.72
Other mill products.....	548	98	646	.14
Hay	2,571	416	2,987	.66
Tobacco	11	219	230	.05
Fruit and vegetables	1,585	7,756	9,341	2.07
PRODUCTS OF ANIMALS—				
Live stock.....	23,380	13,973	37,353	8.32
Dressed Meats.....	26	55	81	.02
Other packing house products.	12,881	3,555	16,436	3.65
Poultry, game and fish.....	3	28	31	.01
Wool	13	8	21	
Hides and leather	423	138	561	.12
PRODUCTS OF MINES—				
Anthracite coal	1,626	9,450	11,076	2.46
Bituminous coal	1,503	162,215	163,718	36.36
Coke	252	166	418	.09
Ores	220	34	254	.06
Stone, sand and other like articles	2,525	8,267	10,792	2.40
PRODUCTS OF FOREST—				
Lumber.....	7,109	50,754	57,863	12.85
MANUFACTURES—				
Petroleum and other oils	250	2,672	2,922	.65
Sugar.....	67	1,177	1,244	.28
Iron, pig and bloom.....	20	50	70	.01
Iron and steel rails....	907	839	1,746	.39
Other castings and machinery .	363	1,445	1,808	.40
Bar and sheet metal .....	.....	56	56	.01
Cement, brick and lime.....	9,056	2,806	11,862	2.63
Agricultural implements.....	326	759	1,085	.24

	Origin- ating on this Road Tons	Received from other Sources Tons	Total Freight Tonage	
			Tons	Per Cent
Wagons, carriages, tools, etc..	56	330	386	.09
Wines, liquors and beers.....	65	1,499	1,564	.35
Household goods and furniture	1,390	2,229	3,619	.80
Merchandise.....	5,572	16,664	22,236	4.94
MISCELLANEOUS—				
Other commodities not men- tioned above	1,583	11,191	12,774	2.84
Total Tonnage	122,483	327,737	450,220	100.00

MILEAGE OF ROAD OPERATED.

LINE IN USE	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	Line Oper- ated under Trackage Rights	Total Mileage Operated	New Line Constructed during Year	RAILS.	
									Iron	Steel
Miles of single track.....	107.42	.....	.....	.....	.....	.....	107.42	.....	17.98	89.44
Miles of second track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track, sidings, and spurs	23.35	.....	.....	.....	.....	.....	26.35	3.46	24.03	2.32
Total mileage operated (all tracks)	133.77	.....	.....	.....	.....	.....	133.77	3.46	42.01	91.76

MILEAGE BY STATES AND TERRITORIES OPERATED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS.	
									Iron	Steel
Iowa.....	80.47	.....	.....	.....	.....	.....	80.47	.....	17.98	62.49
Nebraska.....	26.95	.....	.....	.....	.....	.....	26.95	.....	.....	26.95
total mileage operated (sin- gle track).....	107.42	.....	.....	.....	.....	.....	107.42	.....	17.98	89.44

MILEAGE (BY STATES AND TERRITORIES) OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	New Line Constructed During Year	Total Mileage Excluding Trackage Rights	Line Oper- ated under Trackage Rights	RAILS	
									Iron	Steel
Iowa.....	80.47	.....	.....	.....	.....	.....	80.47	.....	17.89	62.49
Nebraska.....	26.95	.....	.....	.....	.....	.....	26.95	.....	.....	26.95
Total mileage owned (single track)	107.42	.....	.....	.....	.....	.....	107.42	.....	17.89	89.44

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind	Tons	Weight per yard	Av. Price per ton at Distributing Point
Steel.	906.960	60 lbs.	\$34 00
Total Steel	906.960	60 lbs.	\$34 00

NEW TIES LAID DURING YEAR.

Kind	Number	Av. Price at Distributing Point
Oak.....	2,268	59c.
Cedar.....	19,885	44c.
Total	22,153	45c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES	COAL—TONS		WOOD—CORDS		Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed per mile
	Anthracite	Bituminous	Hard	Soft			
Passenger	5,318.00	.....	225.07	5,430.53	188,078	57.75
Freight	3,591.20	.....	251.00	3,716.70	125,334	59.31
Switching	3,754.44	.....	262.41	3,885.64	131,349	59.17
Construction	216.18	.....	57.05	244.70	7,233	67.66
Total.....	12,879.82	.....	795.53	13,277.57	451,994	58.75
Av. cost at distributing point		\$3.10		\$3.49			

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT	EMPLOYEES							
	TRAINMEN		SWITCHMEN, FLAGMEN AND WATCHMEN		OTHER EMPLOYEES		TOTAL	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling and uncoupling.....	8	.....	2	.....	.....	.....	10
Falling from trains and engines.	1	.....	.....	.....	.....	.....	1
Overhead obstructions
Collisions	1	.....	.....	.....	.....	.....	1
Derailments
Other train accidents.....	2	.....	2
At highway crossings.....
At stations.....	3	.....	.....	.....	2	.....	5
Other causes..	23	.....	23
Totals.....	13	.....	2	.....	27	.....	42

ACCIDENTS TO PERSONS.—CONTINUED.

[illegible]

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
FROM—	TO—	MILES	Number of Curves	Aggregate Length of Curved line	Length of Straight line	Length of Level line	ASCENDING GRADES			DESCENDING GRADES		
							Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
Missouri Valley.....	Fremont.....	37.61	23	Miles 6.47	Miles 31.14	Miles 11.78	39	Feet 399	Miles 19.71	16	Feet 209.50	Miles 6.12
Sioux City.....	California Junction.....	69.81	11	Miles 3.84	Miles 65.97	Miles 25.21	5	Feet 33.40	Miles 2.22	44	Feet 125.60	Miles 42.38
	TOTAL.....	107.42	34	Miles 10.31	Miles 97.11	Miles 36.99	44	Feet 432.40	Miles 21.93	60	Feet 335.10	Miles 48.50

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number Combination, 3.

Trestles—

Number, 102.

Aggregate length, 8,901 feet.

Guage of Track—

Four feet, 8½ inches.

Telegraph—

Owned by this company, 107 miles of line.

Owned by this company, 113 miles of wire.

Operated by this company, 107 miles of line.

Operated by this company, 188 miles of wire.

Operated by Western Union Telegraph Company, 107 miles of line.

Operated by Western Union Telegraph Company, 176 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. Passenger depot, Missouri Valley, Chicago & Northwestern Railway Company.

Name all the Associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic? Western Freight Association; Inter-state Commerce Railway Associations; Western Weighing Railway Association; Western Classification Committee; Western States Passenger Association; Trans-Missouri Association.

Name all the companies, commonly called fast freight lines,

of which this road is a member, or which operate over the line of this road? The Sioux City & Pacific Railroad is not a member of any fast freight line, but all may run its cars over this line.

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

WE, THE UNDERSIGNED, Marvin Hughitt, president, and J. B. Redfield, secretary, of the Sioux City & Pacific Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

M. HUGHITT,
President.

J. B. REDFIELD,
Secretary.

Subscribed and sworn to before me this 29th day of August, 1889.

[Seal.]

DANIEL D. BATHRICK,
Notary Public.

REPORT
OF THE
ST. JOSEPH & GRAND ISLAND RAILROAD
COMPANY.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? St. Joseph & Grand Island Railroad Company.

Date of organization? See answer below, under "consolidated company."

Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Kansas and Nebraska.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same. June 11, 1885, the St. Joseph & Western Railroad Company was sold under foreclosure. June 19, 1885, the Hastings & Grand Island Railroad Company was sold under foreclosure. The purchasers incorporated two new companies—the St. Joseph & Marysville Railroad Company, (incorporated under Kansas laws in June, 1885), and the Grand Island & Marysville Railroad Company, (incorporated under Nebraska laws in June, 1885.) June 22, 1885, the St. Joseph & Marysville Railroad Company and the Grand Island & Marysville Railroad Company were consolidated into the St. Joseph & Grand Island

Railroad Company. June 23, 1885, the property of the St. Joseph Bridge Building Company was purchased by the St. Joseph & Grand Island Railroad Company.

Date and authority for each consolidation? See above.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? See above.

ORGANIZATION.

NAMES OF DIRECTORS.

Chas. F. Adams, Boston, Mass., June 10, 1890.

F. L. Ames, " "

Elias Asiel, New York, "

E. C. Benedict, " "

J. H. Benedict, " "

H. P. Dillon, Topeka, Kas., "

Sidney Dillon, New York, "

G. M. Lane, Boston, Mass., "

W. H. Holcomb, Omaha, Neb., "

F. K. Pendleton, New York, "

Wm Strauss, " "

Chas. Munroe, " "

A. L. Williams, Topeka, Kas., "

Total number of stockholders at date of last election? One hundred and seventy-eight.

Date of last meeting of stockholders for election of directors? June 11, 1889.

Give postoffice address of general office? St. Joseph, Mo.

Give postoffice address of operating office? St. Joseph, Mo.

OFFICERS.

Chairman of the Board—Chas. F. Adams, Boston, Mass.
 President—Jas. H. Benedict, New York.
 Vice-President—W. H. Holcomb, Omaha, Neb.
 Secretary—Alex Miller, Boston, Mass.
 Treasurer—Jas. G. Hanis, “
 Cashier—C. F. Smith, St. Joseph, Mo.
 Comptroller—Oliver W. Mink, St. Joseph, Mo.
 Auditor—C. F. Smith. “
 General Manager—E. McNeill, “
 General Passenger, Ticket and Freight Agent—W. P. Robinson, Jr., St. Joseph, Mo.
 Acting Master of Telegraph—Wm. Williams, St. Joseph, Mo.
 Superintendent of Telegraph—A. M. Morey, “

 PROPERTY OPERATED.

MAIN LINE OWNED—

	Miles.
St. Joseph & Grand Island Railroad Company	
from St. Joseph, Mo., to Grand Island,	
Neb	251.7

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Amount Issued and Outstanding	MARKET PRICE OF SHARES		DIVIDENDS DECLARED DURING YEAR	
				June 30, 1889.	Av. for Year	Rate	Amount
Capital Stock—							
Common.....	\$100 00	\$4,600,000 00	\$4,548,300 00	Not quoted			
Constituent Company, St. Joseph & Western Railroad.....			51,700 00				
Total	\$100 00	\$4,600,000 00	\$4,600,000 00				
MANNER OF PAYMENT FOR CAPITAL STOCK	Number of Shares	Total Cash Realized	GIVE PARTICULARS AND EXPLANATIONS				
Issued for Cash—							
Common.							
Preferred.....							
Issued for Construction—							
Common.....							
Preferred.....							
Issued for Reorganization—							
Common.....							
Preferred.....	46,000 00		The stock has been issued in exchange for stock of constituent companies.				
Total.....	46,000 00						

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

	July 1, 1935	July 1, 1925	1,630,000 00	1,673,000 00	1,673,000 00	Cash alized Amount Issued
Second Mortgage In- come					1,673,000 00	....
First Certificate for Second Mortgage ..				107,050 00	6,450 00	....
Certificate of Deposit for Second Mortgage ..				1,352,620 00	600 00	....
Second Mortgage of Constituent Co's ..				2,400,000 00	22,409 17	....
Total			\$8,680,000 00	\$24,192,258 59	\$8,735,247 86	\$420,000 00 \$416,780 00

*The apparent over issue of bonds authorized will be remedied when bonds, etc., of constituent companies are exchanged for those of the reorganized company, the exchange being made on such scale as will bring amount to be outstanding within limit authorized.

RECAPITULATION OF FUNDED DEBT.

		INTEREST	
Amount Issued	Amount Outstanding	Amount Paid During Year	
\$24,192,258 59	\$8,735,247 86	\$416,730 00	
.....	
.....	
\$24,192,258 59	\$8,735,247 86	\$416,730 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....	\$19,960 84
Due from Agents.....	28,518 62
Due from solvent companies and individuals..	226,502 86
*Other Cash Assets.....	719 00
Balance—Current Liabilities.....	554,644 18
Total	<u>\$830,345 50</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 3^d, 1889.

Audited Vouchers and Accounts.....	\$633,113 59
Net Traffic Balances due to other companies..	21,696 82
Matured interest coupons unpaid, (including coupons due July 1).....	10,810 00
Miscellaneous.....	164,725 09
Total.....	<u>\$830,345 50</u>

*Materials and Supplies on hand, \$27,304.46.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	TOTAL AMOUNT OUTSTANDING	EXT To Other Properties	AMOUNT PER MILE OF ROAD		Explanatory Remarks
			Miles	Amount	
Capital Stock....	\$4,600,000 00	.....	251.70	\$18,275 72	.....
Bonds	8,785,247 86	.....	251.70	84,704 99	.....
Car Trust Ob'gtns .....	.....	.....	.....	.....	.....
Receiver's Certfs. ....	.....	.....	.....	.....	.....
Total	\$18,835,247 86	.....	251.70	\$52,000 71	.....

RECAPITULATION.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD	CAPITAL STOCK	FUNDED DEBT	CURRENT LIABILITIES	TOTAL	AMOUNT PER MILE OF ROAD	
					Miles	Amount
St. Joseph & Grand Island.....	\$4,600,000 00	\$8,735,247 86	\$544,644 18	\$13,889,892 04	251.70	\$55,184 31
GRAND TOTAL.....	\$4,600,000 00	\$8,735,247 86	\$554,644 18	\$13,889,892 04	251.70	\$55,184 31

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM	EXPENDITURES DURING THE YEAR			Credits, Prop- erty and Ma- terials Sold	Differences or Net Addi- tions to Prop- erty, etc.
	Included in Operating Expenses	Not Included in Operating Expenses	Total Expenditures		
CONSTRUCTION--					
Right of Way.....	\$815 67	\$815 67	.....	\$815 67
Fences	4,870 73	4,870 73	.....	4,870 73
Rails	7,850 13	7,850 13	\$6,531 84	2,318 29
Other Superstructure.....	1,911 25	1,911 25	.....	1,911 25
Buildings, Furniture and Fixtures.....	6,221 26	6,221 26	.....	5,813 26
Discount on Securities Sold for Construction	408 00	1,795 00
Telegraph Line.....	7,029 95	7,029 95	.....	7,029 95
Sidings and Yard Extensions	7,816 84	7,816 84	.....	7,816 84
Other Items	607 27	607 27	.....	607 27
Total Construction.....	\$37,123 10	\$37,123 10	\$7,784 84	\$29,338 26
EQUIPMENT--					
Baggage, Express and Postal Cars.....	700 00	700 00
Total Equipment.....	\$700 00	\$700 00
Grand Total Construction and Equipment.....	\$37,123 10	\$37,123 10	\$8,484 84	\$28,638 26

COST OF ROAD AND EQUIPMENT.

Total construction during year.....	\$ 29,388 26
Grand total cost of construction and equipment to June 30, 1888.....	13,214,223 26
Net additions during year.....	28,688 26
Total cost to June 30, 1889.....	13,242,908 52
Cost per mile.....	52,618 86

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$1,058,099 75
Less Operating Expenses.....	698,923 14
Income from Operation.....	<u>\$359,176 61</u>
Interest on Bonds owned.....	\$ 900 00
Miscellaneous Income, less ex- penses.....	145,193 64
Income from other Sources...	<u>\$146,093 64</u>
Total Income.....	<u>\$505,270 25</u>
DEDUCTIONS FROM INCOME:	
Interest on Funded Debt accrued.\$	420,000 00
Taxes	64,232 81
Total Deductions from Income.	<u>\$484,232 81</u>
Net Income.....	<u>\$21,037 44</u>
Surplus from Operations of year end- ing June 30, 1889.....	\$21,037 44
Deficit on June 30, 1888.....	67,835 91
Deficit on June 30, 1889.....	<u>\$46,798 47</u>

EARNINGS FROM OPERATION

	Total Receipts.	Deductions	Actual Earnings.
PASSENGER:			
Passenger Revenue....	\$ 204,294.23		
Tickets redeemed.....		\$ 906 47	
Excess Fares re- funded.....		2,653 25	
Total Deductions....		<u>\$3,564 72</u>	
Total Passenger Revenue.....			\$200,729 51
Mail.....	\$19,851 72		
Express	18,956 34		38,808 06
Total Passenger Earnings.....			<u>\$239,537 57</u>
FREIGHT:			
Freight Revenue.....	\$797,746 81		
Overcharge to shippers		18,151 27	
Total deductions.....		<u>\$18,151 27</u>	
Total freight revenue			<u>\$779,595 54</u>
Total freight earnings			<u>\$779,595 54</u>
Total passenger and freight earnings.....			\$1,019,133 11
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance..	\$ 715 43		
Telegraph companies..	4,239 20		
Rentals not otherwise provided for.....	17,800 00		
Other sources.....	16,212 01		
Total other earnings..			<u>\$38,966 64</u>
Total gross earnings from operation.....			<u>\$1,058,099 75</u>

BONDS OWNED.

NAME.	Total Amount Held.	Rate.
Kansas City & Omaha Railroad Company First Mortgage Bonds.....	\$413,000 00	5

STOCKS OWNED.

NAME.	Total Par Value.
St. Joseph Terminal Railroad Company.....	\$125,000 00
Kansas City & Omaha Railroad Company.....	309,750 00

MISCELLANEOUS INCOME.

NAME.	Gross Income.	Net Miscellaneous Income.
Profit and Loss—U. P. Guaranty....	\$146,572 71	
Discount and Interest	1,773 33	\$148,346 09
Less Organization Expenses.....		3,152 45
Total.....		\$145,193 64

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of roadway...	\$48,920 99	\$44,270 28	\$88,191 27
Renewal of ties.....	29,059 41	29,800 89	58,860 30
Repairs of bridges and culverts.....	13,972 10	14,006 60	27,978 70
Repairs of fences, road crossings, signs and cattle guards.....	2,960 46	2,964 56	5,925 02
Repairs of buildings..	3,803 80	3,865 72	7,669 52
Repairs of telegraph..	709 54	716 13	1,425 67
Total.....	\$94,426 30	\$95,124 18	\$189,550 48
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of locomotives.....	\$19,738 14	\$25,066 87	\$44,805 01
Repairs and renewals of passenger cars...	13,781 08		13,781 08
Repairs and renewals of freight cars.....		38,030 13	38,030 13
Shop machinery, tools, etc.....	184 44	252 03	436 47
Other expenses.....	220 67	242 22	462 89
Total.....	\$23,924 38	\$63,591 25	\$97,515 58
CONDUCTING TRANSPORTATION—			
Wages of enginemen, firemen and round- housemen.....	\$23,794 59	\$35,002 58	\$58,797 17

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total
Fuel for locomotives..	23,518 66	58,668 23	82,186 89
Water supply for locomotives.....	4,878 77	4,914 86	9,793 63
All other supplies for locomotives.....	1,447 54	2,893 10	4,340 64
Wages of other trainmen.....	12,403 05	31,668 15	44,071 20
All other train supplies	4,964 29	7,254 10	12,218 39
Wages of switchmen, flagmen and watchmen.....		3,350 25	3,350 25
Expense of telegraph, including train dispatchers and operators.....	7,735 51	7,818 21	15,553 72
Wages of station agents, clerks and laborers.....	33,563 95	34,600 71	68,164 66
Station supplies.....	1,467 69	1,542 51	3,010 20
Switching charges—balance.....	1,356 44	22,986 56	24,343 00
Car mileage—balance.	4,044 74	9,555 35	13,600 09
Loss and damage.....	2,780 81	3,354 02	6,134 83
Injuries to persons....	1,469 02	3,071 87	4,540 89
Other expenses.....		3,304 86	3,304 86
Total.....	\$123,425 06	\$229,985 36	\$353,410 42

GENERAL EXPENSES—

Salaries of officers....	\$4,708 25	\$4,718 91	\$9,427 16
Salaries of clerks.....	6,287 69	6,323 61	12,611 30
General office expenses and supplies.	1,591 63	1,593 62	3,191 25

NEBRASKA BOARD OF TRANSPORTATION.

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Item	Chargeable to Passenger Traffic	Chargeable to Freight Traffic	Total
Agencies, including salaries and rent....	103 33	1,607 92	1,711 25
Advertising.....	1,272 98	1,278 51	2,551 49
Commissions	504 18		504 18
Insurance.....	1,532 98	1,572 20	3,105 18
Expense of traffic as- sociations.....	132 39	116 75	249 14
Rentals not otherwise provided for.....	2,662 78	9,572 66	12,235 44
Legal expenses.....	2,066 21	2,075 60	4,141 81
Stationery and print- ing.....	3,565 13	3,589 86	7,154 99
Other general expenses	782 14	781 43	1,563 47
Total.....	\$52,209 69	\$33,236 97	\$58,446 66

RECAPITULATION OF EXPENSES—

Maintenance of way and structures.....	\$94,426 30	\$95,124 18	\$189,550 48
Maintenance of equip- ment.....	33,924 33	63,591 25	97,515 58
Conducting transporta- tion.....	123,425 06	229,985 36	353,410 42
General expenses.....	25,209 69	33,236 97	58,446 66

Grand total..... \$276,985 38 \$421,937 76 \$698,923 14
 Percentage of operating expenses to earnings, 66.05 per
 cent.

THIRD ANNUAL REPORT OF THE
GENERAL BALANCE SHEET.

DR.

Cost of Road and Equipment.....	\$13,242,908 52	
Bonds of other Companies Owned.....	871,700 00	
Stocks of other Companies Owned.....	96,800 00	
OTHER ASSETS:		
Materials and Supplies.....	\$ 34,617 30	
Sundries.....	167,067 75	201,685 05
Profit and Loss.....		46,798 47
Total.....		\$13,959,892 04

CR.

Capital Stock.....	\$4,548,300 00	
Stock of Constituent Com-		
panies.....	51,700 00	4,600,000 00
Funded Debt.....		8,735,247 86
Current Liabilities.....		554,641 18
Accrued Interest on Funded Debt		
not yet Payable.....		70,000 00
Total.....		\$13,959,892 04

CASH STATEMENT OF FINANCIAL OPERATIONS FOR
THE YEAR.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operations.....	\$359,176 61	
From Other Sources.....	146,098 64	
Total.....		505,270 25

INCREASE IN LIABILITIES:

Sale of Bonds.....	\$16,521 41	
Increase in Current Liabilities	499,659 88	
Total.....		516,181 29

DECREASE IN ASSETS:

Other Assets.....	13,868 55	
Total.....		13,868 55
Grand Total		<u>\$1,084,820 09</u>

RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt paid	\$416,730 00	
Taxes.....	64,232 81	
Total.....		480,962 81

BETTERMENTS TO PROPERTY:

Other Permanent Improve'ts.	29,888 26	
Deduct.....	700 00	
Total.....		28,688 26

INCREASE IN ASSETS:

Cash Assets.....	49,703 27	
Other Assets.....	59,195 75	
Total.....		108,899 02

MISCELLANEOUS:

Securities Purchased.....	413,000 00	
Total		413,000 00

Grand Total.....	<u>\$1,031,550 09</u>
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Resources to account for.....	\$1,034,820 09
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Resources accounted for... .	<u>1,031,550 09</u>
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Difference.....	\$3,270 00
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The difference is the excess of interest accrued, over "Interest Paid" included in "Fixed Charges."

IMPORTANT CHANGES DURING THE YEAR.

All important Financial Changes? The Company received from the Kansas City & Omaha Railroad Company in payment of advances made for construction purposes, Bonds and Stock of that Company, as follows:

First Mortgage Bonds.....	\$418,000 00
Capital Stock.....	309,750 00
Total	<u>\$722,750 00</u>

CONTRACTS, AGREEMENTS, ETC.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers:

Express Companies? Pacific Express Company. This company receive and deliver their freight at stations, and receive one-half of the gross earnings on this line.

Mails? \$19,851.72. per annum.

Sleeping, Parlor or Dining Car Companies? Pullman Palace Car Company. This company paid the Pullman Palace Car Company 3c per mile, and kept cars in running order. The Pullman Palace Car Company received all the revenue, furnished supplies, etc. The arrangement was discontinued May 12, 1889.

Freight or Transportation Companies or Lines? None.

Other Railroad Companies? Kansas City & Omaha Railroad Company. The Union Pacific Railway Company and this company guarantee to the Kansas City & Omaha Railroad Company certain net earnings, in consideration of which the lines of railway of the three contracting parties are to be operated in harmony. St. Joseph Terminal Railroad Company for terminal facilities at St. Joseph, repairing equipments, etc.

Steamboat or Steamship Companies? None.

Telegraph Companies? Western Union Telegraph Company.

This company furnish the labor and pay one-half of cost of material used in keeping lines in repair, pay all operators, and receive therefor a certain percentage of the earnings. The Western Union Telegraph Company furnish instruments, battery materials, stationery, etc.

SECURITY FOR FUNDED DEBT.

St. Joseph & Grand Island R'y Co., first mortgage, from St. Joseph to Grand Island, Neb., 251.70 miles; mortgage per mile, \$27,810.00; equipment mortgaged, all; income mortgaged, all; securities mortgage, 5,000 shares of the St. Joseph Bridge Building Company Stock.

St. Joseph & Grand Island R'y Co., 2d mortgage income, from St. Joseph to Grand Island, Neb., 251.70 miles; mortgage per mile, \$6,674.00; equipment mortgaged, all; income mortgaged, all; securities mortgaged, 5,000 shares of the St. Joseph Bridge Building Company Stock.

EMPLOYEES AND SALARIES.

Class	No.	Total Yearly Compensation	Av. Daily Com- pensation
General Officers.....	8	\$24,200 00	
General Office Clerks.....	34	25,866 00	2 10
Station Agents.....	36	26,760 00	2 07
Other Station Men.....	24	13,128 00	1 52
Enginemen	26	29,160 00	3 50
Firemen	26	19,890 00	2 12½
Conductors, passenger.....	5	6,000 00	3 33
Conductors, freight.....	13	12,970 00	2 75
Other Trainmen	35	24,300 00	2 00
Machinist	1	990 00	2 75
Carpenters.....	22	20,770 00	2 60

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Class	No.	Total Yearly Compensation	Average Daily Compensation
Other Shopmen.....	23	14,688 00	1 77
Section Foremen.....	48	28,780 00	1 65
Other Trackmen.....	152	65,664 00	1 20
Switchmen, Flagmen and Watchmen	3	2,160 00	2 00
Telegraph Operators and Dispatchers	22	15,420 00	1 96
All other Employees and Laborers.	25	18,840 00	2 09
Total ...	503	\$849,586 00	

DISTRIBUTION OF ABOVE.

General Administration.....	42	\$50,066 00
Maintenance of Way and Structures.....	222	115,214 00
*Maintenance of Equipment	24	15,678 00
Conducting Transportation.....	215	168,628 00
Total	503	\$349,586 00

*The repairing of equipment of this company is done by the St. Joseph Terminal Railroad Company.

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger Traffic—

Number of passengers carried earning revenue, 217,062.

Number of passengers carried one mile, 7,122,327.

Average distance carried, 32.81 miles.

Total passenger revenue, \$200,729.51.

Average amount received from each passenger, \$.92476

Average receipts per passenger per mile, \$.02818.

Estimated cost of carrying each passenger one mile, \$.03889.

Passenger earnings per mile of road, \$796.54567.

Passenger earnings per train mile, \$.53565.

Freight Traffic—

Number of tons carried of freight earning revenue,
449,136.

Number of tons carried one mile, 59,078,135.

Average distance haul of one ton, 131.76 miles.

Total freight revenue, \$779,595.54.

Average amount received for each ton of freight, \$1.73577.

Average receipt per ton per mile, \$.01319.

Estimated cost of carrying one ton one mile, .00714.

Freight earnings per mile of road, \$3,093.63309.

Freight earnings per train mile, \$2.07787

Passenger and Freight—

Passenger and freight earnings, \$1,019,133.11.

Passenger and freight earnings per mile of road, \$4,044.-
17900.

Expense per mile of road, \$2,773.10770.

Total earnings per mile of road, including mails, express,
etc, \$4,198.80853.

Number of passenger trains, per mile of road, 1,487.

Number of freight trains, per mile of road, 1,474.

Number of mixed trains, per mile of road, 15.

Train Mileage—

Miles run by passenger trains, 374,757.

Miles run by freight trains, 371,543.

Miles run by mixed trains, 3,646.

Total mileage trains earning revenue, 749,946.

Miles run by construction and other trains, 39,925.

Grand total train mileage, 789,871.

Mileage of loaded freight cars—north or east, 2,737,442.

Mileage of loaded freight cars—south or west, 2,369,722.

Mileage of empty freight cars—north or east, 690,726.

Mileage of empty freight cars—south or west, 898,306.

Average number of freight cars in train, 18.

Average number of loaded cars in train, 14.

Average number of empty cars in train, 4.

Average number of tons of freight in train, 157.46.

Average number of tons of freight in each loaded car, 11.57.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Origin- ating on this Road Tons	Received from other Sources Tons	Total Freight Tonage	
			Tons	Per Cent
PRODUCTS OF AGRICULTURE—				
Grain	140,307	85,406	225,713	50.25
Flour	4,851	1,687	6,538	1.46
Hay	4,274	195	4,469	.99
Fruit and Vegetables....	3,085	1,146	4,231	.94
PRODUCTS OF ANIMALS—				
Live stock.....	24,924	4,860	29,784	6.63
Poultry, game and fish..	1,488	343	1,831	.41
Wool.....	39	40	79	.02
Hides and leather.....	302	34	336	.07
PRODUCTS OF MINES—				
Anthracite and Bitumi- nous coal	19,607	38,501	58,108	12.94
Coke	40	1	41	.01
Stone, sand and other like articles.....	19,244		19,244	4.28
PRODUCTS OF FOREST—				
Lumber.....	19,914	19,032	38,946	8.67
MANUFACTURES—				
Petroleum and other oils.	1,574	387	1,961	.44
Iron and steel rails.....	3,329	30	3,359	.75
Other castings and mach- inery.....	614	1,082	1,696	.38

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent.
Cement, brick and lime .	8,242	1,542	9,784	2.18
Agricultural implements.	541	794	1,335	.80
Wagons, carriages, tools, etc	317	382	699	.16
Wines, liquors and beers.	1,587	180	1,767	.89
Household goods and furniture.....	2,720	1,336	4,056	.90
Merchandise	12,880	6,676	19,506	4.34
MISCELLANEOUS—				
Other commodities not mentioned above	10,491	5,162	15,653	3.49
Total tonnage.....	280,320	168,816	449,136	100.00

DESCRIPTION OF EQUIPMENT.

ITEM	Number Added During Year	Total Number at end of Year	EQUIPPED WITH TRAIN BRAKE		CARS FITTED WITH AUTOMATIC COUPLER	
			Number	Kind	Number	Kind
Locomotives—						
Passenger	25	25	Westinghouse	.....	.....
Freight	1	1	"	.....	.....
Switching
Total	26	26	.....	.....	.....
Cars in Passenger Service—						
First-class passenger cars	8	8	Westinghouse	8	Miller
Second-class passenger cars	8	8	"	8	"
Combination passenger cars
Emigrant cars
Dining cars
Parlor cars
Cleaning cars
Express and postal cars	5	5	"	5	Miller
in passenger service
Total	16	16	.....	10	Miller
Cars in Freight Service—						
Box cars	449	398	Westinghouse	.....	.....
Flat cars	43		"	.....	.....
Stock cars	97	97	"	.....	.....

Coal cars.....	.....	40	.....	.....	.....	.....	.....
Tank cars.....	.....	.....	.....	.....	.....	.....	.....
Refrigerator cars.....	.....	.....	.....	.....	.....	.....	.....
Other cars .....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	629	490	.....	.....	.....	.....
Cars in Company's Service—							
Derrick cars .....	.....	1	.....	.....	.....	.....	.....
Caboose cars.....	.....	12	.....	.....	.....	.....	.....
Other road cars .....	.....	7	.....	.....	.....	.....	.....
Officer's car .....	.....	1	1	.....	.....	.....	.....
Total .....	.....	21	1	Westinghouse	1	Miller	.....
Cars contributed to fast freight line service.....							
Total owned.....	.....	.....	.....	.....	.....	.....	.....
Cars leased.....	.....	200	200	Westinghouse	.....	.....	.....
Grand Total.....	.....	892	733	“ “	17	Miller	.....

MILEAGE OF ROAD OPERATED.

LINK IN USE	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Contract	Line of Proprietary Companies	Line Oper- ated under Trackage Rights	Total Mileage Operated	New Line Constructed during Year	RAILS.	
									Iron	Steel
Miles of single track.....	251.7	.....	.....	.....	.....	.....	251.7	.....	.....	251.7
Miles of second track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track, sidings, and spurs	18.74	.....	.....	.....	.....	.....	.....	.....	.....	18.74
Total mileage operated (all tracks)	270.44	.....	.....	.....	.....	.....	251.7	.....	.....	270.44

RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.

	Number.	Average price at distributing point.
Oak	88,915	.57

CONSUMPTION OF FUEL BY LOCOMOTIVES.

COAL—TONS		WOOD—CORDS		Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed per mile
racite	Bituminous	Hard	Soft			
.....	9,902	195	.....	10,032	376,272	53.32
.....	22,980	202	.....	23,115	383,844	120.44
...	975	37	.....	990	73,152	27.31
....	905	22	.....	920	99,925	46.10
Total.....		456	.....	35,066	873,193	80.32
Av. cost at distributing point						234.4

ACCIDENTS TO PERSONS.

Coupling and uncoupling.....	1	4	1	.....	.....	.....	1	5
Falling from trains and engines.	.....	.....	.....	.....	.....	.....	.....	.....
Overhead obstructions .....	.....	.....	.....	.....	.....	.....	.....	.....
Collisions .....	.....	.....	.....	.....	.....	.....	.....	.....
Derailments ..	.....	.....	.....	.....	.....	.....	.....	.....
Other train accidents.....	.....	.....	.....	.....	.....	.....	.....	.....
At highway crossings.....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	.....	.....	.....	.....	.....	.....	.....	.....
Other causes..	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1	4	1	.....	.....	.....	1	5

ACCIDENTS TO PERSONS.—CONTINUED.

KIND OF ACCIDENT	PASSENG				Killed	Injured
	Killed	Injured	Killed	Injun		
Collisions		
Derailments		
Other train accidents		
At highway crossings	1	..		
At stations	2	.		
Other causes	2		2
Totals	3	2		2

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number iron, 4.

Number wooden, 867.

Trestles—

Aggregate length, 17,256.

Guage of track—

Four feet, eight and one-half inches.

Telegraph—

Owned by this company, 251.7 miles of wire.

Operated by Western Union Telegraph Company, 251.7 miles of line.

Operated by Western Union Telegraph Company, 503.4 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? There is no sinking fund provision for the payment of this company's funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. St. Joseph Union Depot Company passenger station; St. Joseph Terminal Railroad Company freight station.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Trans-Missouri Passenger and Freight Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. None.

STATE OF MASSACHLSETTS, }
COUNTY OF SUFFOLK. } ss.

WE, the undersigned, Charles F. Adams, Chairman of the Board, and Oliver W. Mink, Comptroller, of the St. Joseph & Grand Island Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, or caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. F. ADAMS,

Chairman of the Board.

OLIVER W. MINK,

Comptroller.

Subscribed and sworn to before me this 26th day of October, 1889.

[Seal.]

FRANK D. BUTRICK,

Notary Public.

REPORT
OF THE
KANSAS CITY & OMAHA RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? Kansas City & Omaha Railroad Company.

Date of organization? July 22, 1886.

Under laws of what government, state or territory organized?

If more than one, name all; give reference to each statute and all amendments thereof. General railway laws of the State of Nebraska.

If a consolidated company, name the constituent companies?

Give reference to charters of each, and all amendments of same. None.

Date and authority for each consolidation? None. Not consolidated.

If a reorganized company, give the name of original corporation, and refer to laws under which it was organized. Not reorganized.

ORGANIZATION.

NAMES OF DIRECTORS.

Charles F. Adams, Boston, Mass., May 6, 1890.

F. L. Ames, " "

G. M. Lane, " "

Sidney Dillon, New York, N. Y., May 6, 1890.

E. C. Benedict, “ “

J. H. Benedict, “ “

F. K. Pendleton, “ “

Total number of stockholders at date of last election? Sixty-four.

Date of last meeting of stockholders for election of directors?
May 7, 1889.

Give postoffice address of general office? Equitable Building,
Boston, Mass.

Give postoffice address of operating office? St. Joseph, Mo.

OFFICERS.

Chairman of the Board—C. F. Adams, Boston, Mass.

President—J. H. Benedict, New York, N. Y.

Vice-President—Sidney Dillon, New York, N. Y.

Secretary—Alex. Miller, Boston, Mass.

Treasurer, Cashier and Auditor—C. F. Smith, St. Joseph, Mo.

Acting Comptroller—Oliver W. Mink. Boston, Mass.

General Manager—E. McNeill, St. Joseph, Mo.

General Passenger, Ticket and Freight Agent—W. P. Robinson, Jr., St. Joseph, Mo.

Acting Master of Traffic—Wm. Williams, St. Joseph, Mo.

Superintendent of Telegraph—A. M. Morey, St. Joseph, Mo.

PROPERTY OPERATED.

MAIN LINE OWNED—

	Miles
Kansas City & Omaha Railroad Company, from Fairfield to Stromsburg.....	64.8
From Kansas City & Omaha Junction to Wyoming Switch.....	43.6
From Alma Junction to Alma.....	85.2
Total mileage operated	193.6

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Market Price of Shares		Dividends Declared During Year	
				June 30, 1933.	Average for Year	Rate	Amount
Capital Stock—							
Common.....	\$100 00	\$6,000,000 00	\$4,438,100 00	Not on Market	.....	.....	.....
Fractional Certificates .....	.....	.....	1,900 00	.....	.....	.....	.....
TOTAL.....	\$100 00	\$6,000,000 00	\$4,440,000 00	.....	.....	.....	.....
MANNER OF PAYMENT FOR CAPITAL STOCK							
Issued for Cash--							
Common..	.....	.....	.....	.....	.....	.....	.....
Preferred. ....	.....	.....	.....	.....	.....	.....	.....
Issued for Construction--							
Common..	44,381	.....	.....	.....	.....	.....	.....
Fractional Certificates.	\$1,900	.....	.....	.....	.....	.....	.....
Issued for Reorganization--							
Common.....	.....	.....	.....	.....	.....	.....	.....
Preferred....	.....	.....	.....	.....	.....	.....	.....
Total	44,381	.....	.....	.....	.....	.....	.....
Fractional Certificates.....	\$1,900	.....	.....	.....	.....	.....	.....

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

Trust mortgage bonds, issued January 1, 1887 ; When due, January 1, 1927 ; Amount of authorized issue, \$2,904,000 ; Amount issued, \$2,735,500 ; Amount outstanding, \$2,735,500 ; Cash realized on amount issued, \$2,735,500.00 ; Rate of interest, 5% ; When payable, January and July ; Amount of interest accrued during year, \$134,675.00 ; Amount of interest paid during year, \$110,887.50.

RECAPITULATION OF FUNDED DEBT.

ACCOUNT	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued During Year	Amount Paid During Year
Bonds	\$2,735,500 00	\$2,735,500 00	\$134,675 00	\$110,887 50
Car Trust Obligations .....	.....	.....	.....	.....
Receiver's Certificates .....	.....	.....	.....	.....
Total	\$2,735,500 00	\$2,735,500 00	\$134,675 00	\$110,887 50

CURRENT ASSETS AND LIABILITIES.**CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.**

Due from solvent companies and individuals.....	\$32,700 00
Balance—Current Liabilities.....	87,089 88
Total.....	<u>\$119,789 88</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

Matured Interest Coupons Unpaid (including Coupons due July 1,).....	\$89,100 00
Miscellaneous.....	30,689 88
Total	<u>\$119,789 88</u>

RECAPITULATION.
A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	TOTAL AMOUNT OUTSTANDING	APPORTIONMENT		AMOUNT PER MILE OF ROAD		Explanatory Remarks
		To Railroads	To Other Properties	Miles	Amount	
Capital Stock....	\$4,440,000 00	\$4,440,000 00	.....	193.60	\$22,933 88	.....
Bonds	2,735,500 00	2,735,500 00	.....	.....	14,129 64	.....
Car Trust Ob'gtns	.....	.....	.....	.....	.....	.....
Receiver's Certfs.	.....	.....	.....	.....	.....	.....
Total.....	\$7,175,500 00	\$7,175,500 00	.....	193.60	\$37,063 52	

RECAPITULATION.

B FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

	CURRENT LIABILITIES	TOTAL	AMOUNT PER MILE OF ROAD	
			Miles	Amount
Kansas City & Omaha Railroad Co.....	\$7,089 88	\$7,262,089 88	193.60	\$37,513 36
GRAND TOTAL.....	\$87,089 88	\$7,262,089 88	193.60	\$37,513 36

PERMANENT IMPROVEMENTS FOR THE YEAR.

Road built by contract, adjustment of accounts, not included in operating expenses, \$1,868,250; total expenditures, \$1,868,250; differences or net additions to property, \$1,868,250.

COST OF ROAD AND EQUIPMENT—CONTINUED.

	TOTAL COST TO JUNE 30, 1888.	NET ADDITIONS DURING YEAR	TOTAL COST TO JUNE 30, 1889.	COST PER MILE
Locomotives.....				
Passenger Cars.....				
Sleeping, Parlor and Dining Cars.....				
Baggage, Express and Postal Cars.....				
Combination Cars.....				
Freight Cars.....				
Other Cars of all classes.....				
Floating Equipment.....				
Total Equipment.....				
Grand Total Cost Construction and Equipment.....	\$5,307,250 00	\$1,868,250 00	\$7,175,500 00	\$87,063 52

INCOME ACCOUNT.

Gross Earnings from Operation.	\$177,509 57	
Less Operating Expenses.....	170,610 94	
	<hr/>	
Income from Operation...		\$6,888 68
Miscellaneous Income—less Ex-		
penses	144,842 73	
Income from Other Sources		144,842 73
		<hr/>
Total Income.....		\$151,731 86
DEDUCTIONS FROM INCOME—		
Interest on Funded Debt accrued	1,346 75	
Taxes	33,675 83	
	<hr/>	
Total Deductions from Income		168,350 83
		<hr/>
Deficit		16,619 47
Deficit from Operations of year		
ending June 30, 1889.....		16,619 47
Deficit on June 30, 1888.....		70,470 41
		<hr/>
Deficit on June 30, 1889.....		\$87,089 88

EARNINGS FROM OPERATION.

Item	Total Receipts	Deductions Account of Re- payments	Actual Earnings
PASSENGER:			
Passenger revenue....	\$33,956 81		
	<hr/>		
Less repayments:			
Tickets redeemed.....		\$62 08	
*Excess fares refunded		1,175 77	
		<hr/>	
Total deductions....		\$1,237 85	
		<hr/>	
Total pass'g'r revenue,			\$32,718 96
Mail.....	9,826 22		
Express.....	1,996 28		
			11,822 50
			<hr/>
Total Pass'gr earnings			\$44,541 46

THIRD ANNUAL REPORT OF THE

	Total Receipts	Deductions	Actual Earnings
FREIGHT:			
Freight Revenue.....	<u>\$109,702 85</u>		
Less repayments:			
Overcharge to shippers		<u>995 23</u>	
Total deductions.....		<u>\$995 23</u>	
Total freight revenue..			<u>\$108,707 62</u>
Total freight earnings,			<u>\$108,707 62</u>
Total passenger and			
freight earnings.....			\$158,249 08
OTHER EARNINGS FROM OPERATION:			
Car Mileage, balance..	20,583 59		
Telegraph companies..	1,295,60		
Rentals not otherwise			
provided for.....	800 00		
Other sources.....	2,081 30		
Total other earnings...			<u>24,260 49</u>
Total gross earnings			
from operation.....			<u>\$177,509 57</u>
*Conductors Draw Back Checks.			

MISCELLANEOUS INCOME.

St. Joseph & Grand Island Guaranty		
paid from special fund provided		
for the purpose.....	<u>\$144,842 73</u>	<u>\$144,842 73</u>
Total	<u>\$144,842 73</u>	<u>\$144,842 73</u>

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item	Chargeable to Passenger Traffic	Chargeable to Freight Traffic	Total
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of Roadway....	\$16,727 61	\$19,789 85	\$36,516 96
Renewals of Ties.....	6 60	7 44	14 04
Repairs of Bridges and Culverts.....	478 86	554 18	1,033 04
Repairs of Fences, Road- crossings, Signs and Cattle Guards.....	175 24	197 47	372 71
Repairs of Buildings.....	717 15	819 82	1,536 97
Repairs of Telegraph....	209 02	241 65	450 67
Total	\$18,314 48	\$21,609 91	\$39,924 39
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of Locomotives.....	\$1,136 56	\$1,879 49	\$3,016 05
Repairs and renewals of Passenger Cars.....	945 10		945 10
Repairs and renewals of Freight Cars.....		4,295 07	4,295 07
Shop Machinery, Tools etc	37 67	71 40	109 07
Other Expenses.....	105 06	178 92	283 98
Total.....	\$2,224 39	\$6,424 88	\$8,649 27
CONDUCTING TRANSPORTATION—			
Wages of Enginemen, Firemen and Round- housemen.....	\$ 7,346 05	\$ 9,868 26	\$17,214 31
Fuel for Locomotives....	13,536 21	17,875 33	31,411 54
Water-supply for Locomo- tives.....	2,089 19	2,431 80	4,520 49

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
All other supplies for Locomotives.....	514 96	652 05	1,167 01
Wages of other Trainmen	5,487 24	7,758 75	13,245 99
All other train supplies...	1,857 79	2,991 14	4,848 93
Wages of Switchmen, Flagmen and Watchmen.....	890 37	446 61	886 98
Expense of Telegraph, including Train Dispatchers and Operators.....	3,202 92	3,767 07	6,969 99
Wages of Station Agents, Clerks and Laborers....	8,336 13	9,791 59	18,127 72
Station supplies.....	716 81	807 60	1,524 41
Loss and Damage.....	1,046 29	1,895 73	2,942 02
Injuries to persons.....	136 59	159 16	295 75
Total	<u>\$44,660 55</u>	<u>\$58,444 59</u>	<u>\$103,105 14</u>

GENERAL EXPENSES—

Salaries of Officers.....	\$1,875 91	\$2,210 20	\$4,086 11
Salaries of Clerks.....	2,545 17	3,035 03	5,580 20
General Office Expenses and Supplies.....	623 77	733 71	1,357 48
Agencies, including Salaries and Rent.....	114 00	675 25	789 25
Advertising	539 79	631 89	1,171 68
Commissions	2 78		2 78
Insurance	766 19	883 51	1,649 70
Expense of Traffic Associations	44 04	63 02	107 06
Legal Expenses.....	816 12	949 10	1,765 22
Stationery and Printing.	779 84	911 32	1,691 16
Other General Expenses.	340 10	391 40	731 50
Total	<u>\$8,447 71</u>	<u>\$10,484 43</u>	<u>\$18,932 14</u>

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
RECAPITULATION OF EXPENSES—			
Maintenance of Way and Structures.....	\$18,314 48	\$21,609 91	\$39,924 39
Maintenance of Equip- ment.....	2,224 39	6,424 88	8,649 27
Conducting Transporta- tion	44,660 55	58,444 59	103,105 14
General Expenses.....	8,447 71	10,484 43	18,932 14
Grand Total.....	\$73,647 18	\$96,963 81	\$170,610 94
Percentage of Operating Expenses to Earnings.			\$96.11

GENERAL BALANCE SHEET.

DR.

Cost of road and equipment	\$71,755 00
Profit and Loss.....	87,089 88
Total.....	\$7,262,589 88

CR.

Capital Stock.....	\$4,400,000 00
Funded Debt.....	2,735,500 00
Current Liabilities.....	87,089 88
Total.....	\$7,262,589 88

CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operation.....	\$ 6,883 63	
From other Sources.....	144,842 73	
Total.....		\$151,731 36

INCREASE IN LIABILITIES:

Sale of Stocks.....	\$1,739,250 00	
Sale of Bonds.....	129,000 00	
Increase in Current Liabilities	\$16,619 47	
Total.....		\$1,884,869 47

Grand Total.....		\$2,036,600 83
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RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt paid	\$110,887 50	
Taxes.....	33,675 83	
Total.....		\$144,563 33

BETTERMENTS TO PROPERTY:

Construction of New Road...	\$1,868,250 53	
Total.....		\$1,868,250 53

Grand Total.....		\$2,012,813 33
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Resources to account for.....		\$2,036,600 83
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Resources accounted for.....		2,012,813 33
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Difference, excess "Accrued Interest" over "Interest paid"		\$23,787 50
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IMPORTANT CHANGES DURING THE YEAR.

All new Mortgages or Stock issued? \$129,000 in first mortgage bonds and \$1,793,250 in capital stock issued in partial settlement of original contract for constructing the lines of road, and supplying equipment.

CONTRACTS, AGREEMENTS, ETC.

Express Companies? Pacific Express Company. This company receive and deliver their freight at stations and receive therefor one-half of the gross earnings on this line.

Mails? Rates fixed by Postmaster General.

Sleeping, Parlor or Dining Car Companies? None.

Freight or Transportation Companies or Lines? None.

Other Railroad Companies? The St. Joseph & Grand Island R'y Co. and the Union Pacific R'y Co. guarantee to this company certain net earnings, in consideration of which the lines of the three contracting parties are to be operated in harmony.

Steamboat or Steamship Companies? None.

Telegraph Companies? Western Union Telegraph Company. This company furnish the labor and pay one-half of the cost of the material used in keeping the line in repair; pay all operators and receive a certain per cent of the earnings. The telegraph company furnish instruments, battery, material and stationery.

SECURITY FOR FUNDED DEBT.

First Mortgage Bonds, from Fairfield, Neb., to Stromsburg, Neb., 64.80 miles; amount of mortgage per mile of line \$15,000; equipment mortgaged, all; income mortgaged, as much as is necessary to pay interest on first mortgage bonds.

First Mortgage Bonds, from Kansas City and Omaha Junction to Y switch, 43.60 miles.

First Mortgage Bonds, from Alma Junction to Alma, 85.20 miles.

Total miles, 193.60.

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EMPLOYEES AND SALARIES.

Class	No.	Total Yearly Com- pensation	Av. Daily Com- pensation
*General Officers .....	..	.....	....
*General Office Clerks.....	..	.....	....
Station Agents.....	24	13,140 00	1 52
Enginemen	8	10,080 00	3 50
Firemen	8	6,120 00	2 12½
Conductors.....	6	5,940 00	2 75
Other Trainmen....	11	7,920 00	2 00
*Other Shopmen.....	15	9,021 60	1 79
Section Foremen.....	25	14,460 00	1 60
Other Trackmen.....	50	21,600 00	1 20
Switchmen, Flagmen and Watch- men....	2	840 00	1 14
Telegraph Operators and Dispatch- ers.....	5	2,820 00	1 57
*Employees—Account Floating Equipment.....	..	.....	....
All other Employees and Laborers.	6	2,880 00	1 33
Total.....	160	\$94,821 60	

DISTRIBUTION OF ABOVE.

Maintenance of Way and Struc- tures	75	\$36,060 00
Maintenance of Equipment.....	5	3,546 00
Conducting Transportation	80	55,215 60
Total.....	160	\$94,821 60

*Included in St. J. & G. I. report; 80 per cent is charged in operating expenses to this company.

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic—

- Number of passengers carried earning revenue, 63,454.
- Number of passengers carried one mile, 1,275,956.
- Average distance carried, 20.108 miles.
- Total passenger revenue, \$32,718.96.
- Average amount received from each passenger, \$.51563.
- Average receipts per passenger per mile, \$.02564.
- Estimated cost of carrying each passenger one mile, \$.05772.
- Passenger earnings per mile of road, \$168.92436.
- Passenger earnings per train-mile, \$.26749.

Freight Traffic—

- Number of tons carried of freight earning revenue, 160,670.
- Number of tons carried one mile, 6,241,506.
- Average distance haul of one ton, 38.85 miles.
- Total freight revenue, \$108,707.62.
- Average amount received for each ton of freight, \$.67659.
- Average receipts per ton per mile, \$.01742.
- Estimated cost of carrying one ton one mile, .01554.
- Freight earnings per mile of road, \$558.66395.
- Freight earnings per train-mile, \$.86839.

Passenger and Freight—

- Passenger and freight earnings, \$153,249.08.
- Passenger and freight earnings per mile of road, \$791.21.
- Expense per mile of road, \$880.84.
- Total earnings per mile of road, including mails, express, etc., \$916.46.
- Number of passenger trains, 610.
- Number of freight trains, 582.
- Number of mixed trains, 86.

Train Mileage—

Miles run by passenger trains, 118,165.

Miles run by freight trains, 112,721.

Miles run by mixed trains, 16,617.

Total mileage trains earning revenue, 247,503.

Miles run by construction and other trains, 1,850.

Grand total train mileage, 248,853.

Mileage of loaded freight cars—North or East, 403,191.

Mileage of loaded freight cars—South or West, 352,766.

Mileage of empty freight cars—North or East, 134,750.

Mileage of empty freight cars—South or West, 152,808.

Average number of freight cars in train, 8.08.

Average number of loaded cars in train, 5.85.

Average number of empty cars in train, 2.23.

Average number of tons of freight in train, 49.86.

Average number of tons of freight in each loaded car, 8.26.

FREIGHT TRAFFIC MOVEMENT.

COMPANY'S MATERIAL EXCLUDED.

	Origin- ating on this Road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent
PRODUCTS OF AGRICULTURE—				
Grain	103,869	980	104,849	65.26
Flour	439	4,610	5,049	3.14
Hay	618	402	1,020	.63
Fruit and vegetables	81	.....	81	.05
PRODUCTS OF ANIMALS—				
Live stock.....	9,826	328	10,154	6.32
Poultry, game and fish.....	194	56	250	.16
Wool	7	1	8	....
Hides and leather	24	.....	24	.01
PRODUCTS OF MINES—				
Anthracite coal	106	12,502	12,608	7.85
Bituminous coal	106	12,502	12,608	7.85
Coke .....	.....	16	16	.01
Stone, sand and other like articles	594	3,250	3,844	2.39
PRODUCTS OF FOREST—				
Lumber.....	289	13,157	13,446	8.37
MANUFACTURES—				
Petroleum and other oils	15	326	341	.21
Iron and steel rails....	.....	268	268	.17
Other castings and machinery .	35	182	217	.14
Cement, brick and lime.....	258	702	960	.60
Agricultural implements.....	36	433	469	.29
Wagons, carriages, tools, etc..	3	195	198	.12
Wines, liquors and beers.....	12	148	160	.10
Household goods and furniture	703	570	1,273	.79
Merchandise.....	156	1,827	1,983	1.24
MISCELLANEOUS—				
Other commodities not men- tioned above	1,490	1,962	3,452	2.15
Total Tonnage	118,755	41,915	160,670	100.00

DESCRIPTION OF EQUIPMENT.

	Total Number at end of Year				
Locomotives—					
Passenger	10				
Freight					
Switching					
Total					
Cars in Passenger Service—					
First-class passenger cars	2	4			
Second-class passenger cars			4		
Combination passenger cars					
Emigrant cars					
Dining cars					
Parlor cars					
Sleeping cars					
Baggage, express and postal cars ..					
Other cars in passenger service ..					
Total	8	8	Westinghouse	8	Miller
Cars in Freight Service—					
Box cars	297	297	"		
Flat cars	48				
Stock cars					

Coal cars.....	.....	.....	.....	.....	.....	.....	.....
Tank cars.....	.....	.....	.....	.....	.....	.....	.....
Refrigerator cars.....	.....	.....	.....	.....	.....	.....	.....
Other cars .....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	345	297	Westinghouse	.....	.....	.....
Cars in Company's Service—							
Derrick cars .....	.....	.....	.....	.....	.....	.....	.....
Caboose cars.....	.....	6	.....	.....	.....	.....	.....
Other road cars .....	.....	1	.....	.....	.....	.....	.....
Officer's car .....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	7	.....	.....	.....	.....	.....
Cars contributed to fast freight line service.....	.....	.....	.....	.....	.....	.....	.....
Total owned.....	.....	.....	.....	.....	.....	.....	.....
Cars leased.....	.....	.....	.....	.....	.....	.....	.....
Grand Total.....	.....	370	315	Westinghouse	8	Miller	

RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.

Kind	Number	Av. Price at Distributing Point
Oak... ..	18	78c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

average pounds consumed per mile	53.15	99.63	27.03	38.52	74.78	88.26
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CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
FROM—	TO—	MILES	Number of Curves	Aggregate Length of Curved line	Length of Straight line	Length of Level line	ASCENDING GRADES			DESCENDING GRADES		
							Number	Sum of Ascents	Aggregate Length of Ascending Grades	Number	Sum of Descents	Aggregate Length of Descending Grades
Fairfield.....	Stromsburg.....	34.8	46	9.8	55.0	15 7	86	645	29.2	65	500	19.9
K.C. & O. Junction.....	Wye Switch.....	43.6	21	6.5	37.1	12 6	52	493	20.7	29	282	10.3
Alma Junction	Alma	35.2	49	12.9	72.3	17 3	121	956	41.3	78	772	26.6
	TOTAL.....	193.6	116	29.2	164.4	45.6	259	2094	91.2	172	1554	56.8

CHARACTERISTICS OF ROAD—CONTINUED.

Trestles—

Aggregate length, 9,972 feet.

Guage of Track—

Four feet, 8½ inches.

Telegraph—

Operated by Western Union Telegraph Company, 193.69 miles of line.

Operated by Western Union Telegraph Company, 193.69 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs? None.

Name all the Associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic? Trans-Missouri Passenger and Freight Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road? None.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK. } ss.

WE, THE UNDERSIGNED, Charles F. Adams, Chairman of the Board, and Oliver W. Mink, Comptroller, of the Kansas City & Omaha Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said

company; that we have carefully examined the same, or caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. F. ADAMS,
Chairman of the Board.

OLIVER W. MINK,
Acting Comptroller.

Subscribed and sworn to before me this 26th day of October, 1889.

[Seal.]

FRANK D. BUTRICK,
Notary Public.

REPORT
OF THE
UNION PACIFIC RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report? The Union Pacific Railway Company.

Date of organization? January 24, 1880.

Under laws of what government, state or territory organized?

If more than one, name all; give reference to each statute and all amendments thereof. The Union Pacific Railway Company chartered by act of congress, approved July 1, 1862.* Charter amended by following acts of congress: Act approved July 12, 1862;* March 3, 1863;* July 2, 1864;* March 3, 1865;* July 3, 1866; July 26, 1866; December 20, 1867; March 6, 1868;* April 10, 1869; March 6, 1870; July 1, 1870; February 24, 1871; March 3, 1871;* March 3, 1878;* June 20, 1874;* June 22, 1874;* August 15, 1876; April 30, 1878; May 7, 1878; June 19, 1878;* March 3, 1879.*

If a consolidated company, name the constituent companies?

Give reference to charters of each, and all amendments of same. Consolidation of The Union Pacific Railroad Company, The Kansas Pacific Railway Company, The Denver Pacific Railway and Telegraph Company, The Kansas Pacific Railway Company, (Union Pacific Railway Company Eastern Division). Acts of congress above named

marked * also apply to the Kansas Pacific Railway Company. Also acts approved May 7, 1866, and March 8, 1869, The Denver Pacific Railway and Telegraph Company. Chartered November 19, 1867, under general laws of Colorado Territory. Act of congress approved March 8, 1869.

Date and authority for each consolidation? Act of congress approved July 1, 1862, Section 16. Act of congress approved July 2, 1864, Section 16.

DIRECTORS

Chas. F. Adams, Boston, Mass., April 23, 1890.

Fred'k L. Ames, " "

Edwin F. Atkins, " "

Sam'l Carr, Jr., " "

F. Gordon Dexter, " "

John P. Spaulding, " "

Henry H. Cook, New York, N. Y., "

Sidney Dillon, " "

David Dows, " "

G. M. Dodge, " "

M. A. Hanna, Cleveland, Ohio, "

Wm. H. Holcomb, Omaha, Neb., "

Jos. H. Millard, " "

Jas. A. Rumrill, Springfield, Mass., "

John Sharp, Salt Lake City, Utah, "

GOVERNMENT DIRECTORS.

Rufus B. Bullock, Atlanta, Ga., May 13, 1890.

Geo. E. Leighton, St. Louis, Mo., "

John F. Plummer, New York, N. Y., "

Jas. W. Savage, Omaha, Neb., May 17, 1890.

Jesse Spaulding, Chicago, Ill., May 13, 1890.

* Or when their successors are appointed,

Total number of stockholders at date of last election, 5,261.

Date of last meeting of stockholders for election of directors?
April 24, 1889.

Give postoffice address of general office? Box 5287, Boston,
Mass.

Give postoffice address of operating office? Omaha, Neb.

OFFICERS.

President—Chas. F. Adams, Boston, Mass.

Vice-President—W. H. Holcomb, Omaha, Neb.

2nd Vice-President—G. M. Lane, Boston, Mass.

Secretary—Alex. Miller, Boston, Mass.

Treasurer—Jas. G. Harris, Boston, Mass.

Assistant Treasurer and Assistant Secretary—L. S. Anderson,
Boston, Mass.

Assistant Treasurer and Assistant Secretary—Jas. M. Ham,
Chief Engineer—V. G. Bogue, Omaha, Neb.

General Counsel—John F. Dillon, New York, N. Y.

General Solicitor—John M. Thurston, Omaha, Neb.

Comptroller—Oliver W. Mink, Boston, Mass.

Auditor—Erastus Young, Omaha, Neb.

Assistant Auditor—D. B. Young, Omaha, Neb.

General Manager—Thos. L. Kimball, Omaha, Neb.

Ass't General Manager East of Cheyenne—E. Dickinson,
Omaha, Neb.

Ass't General Manager West of Cheyenne—G. M. Cumming,
Salt Lake City, Utah.

Traffic Manager—C. S. Mellen, Omaha, Neb.

General Passenger Agent }
General Ticket Agent } —E. L. Lomax, Omaha, Neb.

General Freight Agent—J. A. Monroe, Omaha, Neb.

Division Superintendent, Nebraska—C. F. Resseguie, Omaha,
Neb.

Division Superintendent, Kansas—J. O. Brinkerhoff, Kansas City, Mo.

Division Superintendent, Colorado—J. K. Choate, Denver, Col.

Division Superintendent, Wyoming—Jas. M. Barr, Cheyenne, Wyo.

Division Superintendent, Idaho—John Rapelje, Pocatello, Idaho.

Superintendent of Telegraph—L. H. Korty, Omaha, Neb.

General Baggage Agent—A. Traynor, Omaha, Neb.

Land Commissioner General—Albert Woodcock.

Land Commissioner—Benj. McAllister.

PROPERTY OPERATED.

MAIN LINE OWNED—

	Miles	
Union Pacific Railway Company, Union Division from Council Bluffs, Ia., to Ogden, Utah.....	1033.46	
Kansas Division from Kansas City, Mo., to Denver, Col.,.....	638.91	
Cheyenne Division from Denver, Col., to Cheyenne, Wyo.....	104.06.	
		1,776.43

BRANCH LINES OWNED—

Leavenworth Branch, from Leavenworth, Kas., to Lawrence, Kas....	31.93	
Wyandotte Spur, from Wyandotte (Kas.) Junction to connect with Main Line...	2.08	
Enterprise Spur, from Detroit, Kas., to Enterprise, Kas.....	1.95	
From Broadway, Council Bluffs Junction to connect with Main Line.....	1.76	
From Omaha Bridge Junction to C., St. P. M. & O. R'y.....	3.95	
From Almy Junction Wyo. to Almy...	3.33	45.00
Total milage operated.....		1,821.43

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES,
THE PROFIT OR LOSS ONLY FROM WHICH IS INCLUDED
IN THE GENERAL BALANCE SHEET.

Union Division Land Grant; character or business, land; title, (owned, leased, etc.), owned; state or territory, Nebraska, Colorado, Wyoming and Utah.

Kansas Division Land Grant; character or business, land; title, owned; state or territory, Kansas and Colorado.

Denver Pacific Railroad Telegraph Land Grant; character of business, land; title, owned; state or territory, Colorado.

CAPITAL STOCK.

DESCRIPTION	Par Value of Shares	Total Par Value Authorized	Total Amount Issued and Outstanding	MARKET PRICE OF SHARES		DIVIDENDS DECLARED DURING YEAR	
				June 30, 1899.	Av. for Year	Rate	Amount
Capital Stock--							
Common	\$100 00	\$61,000,000	\$60,868,500	60 1/8	62.04	.....	.....
Preferred .....	.....	.....	.....	.....	.....	.....	.....
Total	\$100 00	\$61,000,000	\$60,868,500	.....	.....	.....	.....
MANNER OF PAYMENT FOR CAPITAL STOCK							
Issued for Cash--							
Common	101,062	* \$10,106,200					
Preferred .....	.....	.....			
Issued for Construction--							
Common .....	.....	.....			
Preferred .....	.....	.....			
Issued for Reorganization--							
Common .....	.....	.....			
Preferred .....	.....	.....			
Issued for Consolidation	507,623	† \$50,762,300					
Total	608,685	.....				

FUNDED DEBT.
COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION	TIME		Amount of Authorized Issue	Amount Issued	Amount Out- standing	Cash Realized on Amount *Issued		INTEREST	
	Date of Issue	When Due						Amt. Accrued During Year	Amt. Paid During Year
D.	1866-69	1896-99	\$27,236,512 00	\$27,239,000 00	\$27,239,000 00		6	1,633,740 00	\$1,626,000 00
"	1867-69	1887-89	10,400,000 00	10,400,000 00	10,400,000 00		7	87,024 18	86,630 00
"	1873	1893	18,000,000 00	16,000,000 00	10,055,000 00		8	900,578 24	956,400 00
"	1873	1893	16,000,000 00	16,000,000 00	4,160,000 00		8	236,686 67	161,480 00
D.	1871	1896	2,500,000 00	2,500,000 00	1,167,000 00		8	102,169 66	87,240 00
Los Angeles, Gas, & Water	1879	1904	6,270,000 00	5,270,000 00	4,142,000 00		6	250,848 15	252,190 00
East'n Div. 1st K. D.	1883	1895	2,240,000 00	2,240,000 00	2,240,000 00		6	134,400 00	133,980 00
Mid'n Div. 1st K. D.	1886	1896	4,063,000 00	4,063,000 00	4,063,000 00		6	243,780 00	247,530 00
Denver Ext. 1st K. D.	1889	1899	6,500,000 00	6,500,000 00	6,028,000 00		6	367,636 74	356,430 00
Leav' with Br. 1st K. D.	1896	1896	600,000 00	600,000 00	18,000 00		7	1,260 00	1,260 00
Consolid'd, 1st K. D.	1879	1919	30,000,000 00	16,455,000 00	12,931,000 00		6	771,880 00	773,670 00
Income, A. D.	1893	1916	263,700 00	263,700 00	45,950 00		7	181 91	181 91
Income Subord. K. D.	1896	1916	4,011,650 00	4,011,650 00	63,250 00		7	181 91	181 91
Cheyenne Br. 1st	1899	1899	2,500,000 00	2,500,000 00	8,000 00		7		
Den. Ex. Coup'n Ct'l.	1874	1886	1,004,632 50	1,003,975 00	336 00		6		
Leav. Br.	1874	1886	94,500 00	93,047 50	70 00		6		
Trust, 5 per ct.	1883	1907	6,000,000 00	6,000,000 00	5,236,000 00		6	263,593 92	264,075 00
Regd. 5 per ct.	1883	1907	6,000,000 00	6,000,000 00	18,000 00		6	900 00	900 00
Omaha Br'g Renew.	1885	1896	1,250,000 00	484,000 00	454,000 00		6	21,126 03	19,900 00
Total			\$113,984,064 50	\$105,568,372 50	\$77,997,655 00			\$4,935,618 50	\$4,928,866 91

*The information requested in this column could only be supplied after a long search of the accounts of three companies, covering a period of more than twenty years and involving an examination of records of original sales.

FUNDED DEBT.—CONTINUED.

LOCOMOTIVE AND CAR TRUST OBLIGATIONS.

A. GENERAL STATEMENT.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered
Series A	October 1, 1887.	1 to 10 years.	10	As per schedule appended.
Series B	April 1, 1888.	1 to 10 years.	10	“ “ “

B. STATEMENT OF AMOUNT.

Series or other Designation	Cash Paid on Delivery of Equipment	DEFERRED PAYMENTS—PRINCIPAL		DEFERRED PAYMENTS—INTEREST		
		Original Amount	Amount Outstanding	Amount Accrued During Year	Amount Paid During Year	Rate
Series A	\$79,929 20	\$716,000 00	\$645,000 00	*\$16,492 69	\$34,025 00	5%
Series B	230,569 10	2,036,000 00	1,826,000 00	*35,324 81	24,075 00	5%
Total.....	\$310,498 30	\$2,752,000 00	\$2,471,000 00	51,817 60	\$58,100 00	.....

*Balance of interest accrued after deducting credits representing accrued interest at dates of sale.

DESCRIPTION OF CARS AND ENGINES.—SERIES A.

(The Bonds of this Series bear date the 1st of October, 1887.)

All the Cars and Engines specified below are marked on each side "American Loan and Trust Co., owner," and "U. P. Trust Series A."

	Description	Numbers	Cost	Builders
10	First Class Coaches 51 ft. 6 in. long.	535 to 544	\$46,288 00	Pullman's Palace Car Co.
12	Emigrant Sleepers 50 ft. 10½ in. long.	960 to 971	48,345 60	Pullman's Palace Car Co.
4	Suburban Passenger Coaches 50 ft. long.	545 to 549	16,800 00	Pullman's Palace Car Co.
2	Combination Passenger and Baggage Cars 50 ft. long.	773 to 774	7,860 00	Pullman's Palace Car Co.
12	Emigrant Sleepers 50 ft. 10½ in. long.	966 to 969	48,345 60	Pullman's Palace Car Co.
200	Stock Cars 34 ft. long.	972 to 979 20,850 to 21,049	106,000 00	Wells French Co.
100	Furniture Cars 36 ft. long	39,850 to 39,949	60,500 00	Wells French Co.
6	Mall, Bag. & Ex. Cars 51 ft. 6 in. long.	1,245 to 1,350	21,300 00	Ohio Falls Car Co.
60	Refrig'r Cars, Wickes' pat. 34 ft. long.	32,243 to 32,249	46,100 00	Michigan Car Co.
10	Passenger Locomotives 18 by 26 cyl. under	32,107 to 32,149		
10	Passenger Locomotives 18 by 26 cyl. under	771 to 780	32,500 00	New York Loco. Works.
10	Passenger Locomotives 18 by 26 cyl. under	781 to 790	32,500 00	Brooks' Loco. Works
10	Passenger Locomotives 18 by 26 cyl. under	700, 791 to 799	31,200 00	Rhode Isl'd Loco. Works
10	Wooten Locomotives 18 x 26 cylinder	761 to 770	100,000 00	Rogers' Loco. Works
6	Baggage Cars 51 ft. 6 in. long.	1,045 to 1,050	18,900 00	Ohio Falls Car Co.
442	Total		\$796,929 20	

Union Pacific
 { One side "Union Pacific Rail-
 way Furniture and Wood-
 enware" other side "Union
 Pacific Railway California
 Fast Freight Line"
 Union Pacific
 { Union Pacific Refrigerator
 Line, Wickes' Patent
 Union Pacific
 Union Pacific
 Union Pacific
 Union Pacific
 Union Pacific

DESCRIPTION OF CARS AND ENGINES.—SERIES B.

(The bonds of this series bear date of the 1st of April, 1888.)

All the cars and engines specified below are marked on each side "American Loan and Trust Co. owner" and on one side "U. P. Trust Series B."

	Description	Numbers	Marks	Cost	Builders
10	8 Wheel Locomotives 18x26 cylinder..	689 to 699	Union Pacific	\$98,000 00	New York Loco. Works
10	8 Wheel Locomotives 18x26 cylinder	689 to 699	Union Pacific	90,000 00	New York Loco. Works
10	8 Wheel Locomotives 18x26 cylinder	670 to 679	Union Pacific	92,180 00	Pittsburg Loco. Works
10	6 Wheel Locomotives 18x26 cylinder.	1,161 to 1,170	Union Pacific	80,000 00	New York Loco. Works
10	8 Wheel Locomotives 18x26 cylinder	660 to 669	Union Pacific	86,880 10	New York Loco. Works
26	8 Wheel Locomotives 18x26 cylinder..	636 to 659	Union Pacific	216,500 00	Rhode Island Loco. Works
600	Furniture Cars 28 ft. long	89,260 to 89,849	Union Pacific and Wooden side "Union Pacific" by California line.	\$45,000 00	Pullman's Palace Car Co.
250	Refrig'r Cars, Wickes' pat. 34 ft. long	{ 81,750 to 81,948 32,067 to 32,106 }	Union Pacific Refrigerator Line Wickes' Patent	222,500 00	Michigan Car Co.
50	Passenger Refrigerator Cars, Wickes' pat. 34 ft. long	{ 81,950 to 81,999 }	Union Pacific Refrigerator Line Wickes' Pat., Orange Express	51,750 00	Michigan Car Co.
10	Emigrant Sleepers 51 ft. 6 in. long ..	886 to 886	Union Pacific	88,800 00	Pullman's Palace Car Co.
6	Baggage Cars 51 ft. 6 in. long ..	1,120 to 1,126	Union Pacific	16,200 00	Pullman's Palace Car Co.
700	Box Cars 34 ft. long	{ 38,000 to 38,199 38,200 to 38,699 }	Union Pacific	864,000 00	Michigan Car Co.
300	Box Cars 34 ft. long	37,611 to 37,919	Union Pacific	160,680 00	Peninsular Car Co.
250	Coal Cars 34 ft. long	17,000 to 17,249	Union Pacific	106,750 00	Michigan Car Co.
350	Coal Cars 34 ft. long	16,630 to 16,999	Union Pacific	145,950 00	Peninsular Car Co.
11	Coal Cars 34 ft. long	16,639 to 16,649	Union Pacific	4,587 00	Wells French Co.
27	Caboose Cars 30 feet long	2,203 to 2,229	Union Pacific	90,575 00	St. Charles Car Co.
83	Stock Cars 34 ft. long	21,050 to 21,182	Union Pacific	39,574 00	Peninsular Car Co.
15	Chair Cars 51 ft. 6 in. long	{ 504 to 509 551 to 559 }	Union Pacific	71,925 00	St. Charles Car Co.
5	Chair Cars 51 ft. 6 in. long	513 to 517	Union Pacific	25,250 00	Barney & Smith Mfg. Co.
100	Blaine Pump Cars	15,557 to 15,656	Union Pacific	58,028 00	Missouri Car and P'dy Co.
	Total			\$2,338,494 10	

Added to the First Schedule to the Indenture of the 1st of October, 1887, between the Union Pacific Railway Company and the American Loan and Trust Company in pursuance of resolutions by the Executive Committee of the Board of Directors of the Union Pacific Railway Company dated the 15th of February, 1888, the 28th of July, 1888, and the 19th of October, 1888. Attest

ALEX. MILLAR, Secretary.

RECAPITULATION OF FUNDED DEBT.

ACCOUNT	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued During Year	Amount Paid During Year
Bonds	\$105,663,372 50	\$77,895,655 00	\$4,965,613 50	\$4,926,856 91
Locomotive and Car Trust Obligations..	2,752,000 00	2,471,000 00	51,817 50	58,100 00
Receiver's Certificates. ....	.....	.....	.....	.....
Total....	\$108,415,372 50	\$80,366,655 00	\$5,017,431 00	\$4,984,956 91

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....	\$882,570 78
Bills Receivable	391,233 84
Due from Agents.....	794,168 35
Net Traffic Balances due from other companies	584,302 09
Due from solvent companies and individuals..	1,245,801 50
*Other Cash Assets.....	7,829,114 89
Total	<u>\$11,727,191 45</u>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 30, 1889.

Loans and Bills Payable.....	\$3,459,834 18
Audited Vouchers and Accounts.....	1,931,839 82
Wages and Salaries.....	1,048,834 21
Dividends not called for.....	23,117 27
Matured interest coupons unpaid, (including coupons due July 1).....	1,381,039 24
Miscellaneous--Called Bonds.....	29,000 00
Balance--Cash Assets.....	3,859,026 73
Total.....	<u>\$11,727,191 45</u>

*Materials and Supplies on hand, \$1,551,333.45.

RECAPITULATION.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD	CAPITAL STOCK	FUNDED DEBT	CURRENT LIABILITIES	AMOUNT PER MILE OF ROAD	
				Miles	Amount
Union Pacific Railway Co	\$60,868,500 00	\$131,210,005 22	\$3,859,026 73	1821 43	\$103,336 11
GRAND TOTAL.	\$60,868,500 00	\$131,210,005 22	\$3,859,026 73	1821 43	\$103,336 11

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM	EXPENDITURES DURING THE YEAR			Credits, Prop-erty and Ma-terials Sold	Differences or Net Addi-tions to Prop-erty, etc.
	Included in Operating Expenses	Not Included in Operating Expenses	Total Expenditures		
CONSTRUCTION—					
Right of Way.....	.....	.....	.....	..	\$2,967 15
Other Real Estate .....	.....	.....	.....	\$460 25	\$2,371 19
Fences .....	.....	.....	.....	..	19,423 66
Bridges and Trestles .....	.....	.....	.....	.....	6,846 42
Rails .....	.....	.....	.....	.....	11,764 04
Buildings, Furniture and Fixtures .....	.....	.....	.....	1,261 17	191,122 64
Shop Machinery and Tools .....	.....	.....	.....	..	24,640 43
Sidings and Yard Extensions.....	.....	.....	.....	..	120,714 69
Other Items, (Ballast).....	.....	.....	.....	.....	17,241 75
Total Construction ..	.....	.....	.....	\$1,711 42	\$446,088 97
EQUIPMENT—*Trust Equipment.					
Locomotives.....	658,030 10	.....	.....	..	682,055 43
Passenger Cars ..	136,975 00	.....	.....	..	157,323 34
Baggage, Express and Postal Cars ..	16,200 00	.....	.....	..	18,378 50
Freight Cars	1,497,914 00	.....	.....	..	1,506,158 44
Other Cars of all classes. ..	30,375 00	.....	.....	.....	49,031 74
Total Equipment.....	*\$2,338,494 10	.....	.....	.....	\$2,380,947 46
Grand Total Construction and Equipment.....	.....	.....	.....	\$1,711 42	\$2,837,041 42

*Held in trust by American Loan & Trust Company, Trustees, Boston.

COST OF ROAD AND EQUIPMENT.

Total construction during year.....	\$ 446,093 97
Total equipment during year.....	2,890,947 45
Grand total cost construction and equipment to June 30, 1888.....	168,341,298 21
Grand total additions during year.....	2,887,041 42
Grand total cost to June 30, 1889.....	166,178,339 63
Grand total cost per mile.....	91,235 09

Details of construction and equipment from beginning cannot be supplied.

INCOME ACCOUNT.

Gross earnings from operation.....	\$18,649,972 00
Less operating expenses.....	10,589,772 94
Income from operation.....	\$8,110,199 06
Interest on bonds owned.....	888,675 67
Dividend on stocks owned.....	466,972 50
Rentals of tracks, yards, and terminals.....	190,973 90
Miscellaneous income-less expenses	343,263 00
Income from other sources.....	1,889,885 07
Total income.....	10,000,084 13

DEDUCTIONS FROM INCOME:

Interest on funded debt accrued....	5,017,431 00
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	58,421 04
Rentals, including tracks, yards and terminals.....	185 20
Taxes.....	689,156 10
Other deductions.....	649,865 43
Company sinking fund requirements	747,825 00
United States requirements.....	1,047,393 96
Total deductions from income.	8,209,777 73
Net income.....	1,790,306 40

DETAILS OF OTHER DEDUCTIONS—

Discount on equipment trust bonds issued, and premium on sundry bonds redeemed	169,481 02	
Premium on consolidated mortgage bonds bought in and cancelled.	44,720 89	
Loss in operating the St. Joseph & Grand Island Railroad	209,170 31	
Interest guaranteed on Leavenworth, Topeka & Southwestern bonds.	27,600 00	
Shortage in material account.	41,682 89	
Allowance for depreciation of Pull- man Association cars.	42,830 65	
Council Bluffs Street Railway Co., account written off.	42,252 38	
Sundry small accounts charged to profit and loss.	17,890 48	
Land expenses and land taxes.	53,787 31	
	<hr/>	
Total.		649,865 43
Surplus from operations of year ending June 30, 1889.		1,790,306 40
Surplus on June 30, 1888.		21,432,018 01
Surplus on June 30, 1889.		<hr/> 23,222,324 41

EARNINGS FROM OPERATION.

Item.	Total Receipts	Deductions Acc't of Repay- ments, etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$4,354,589 36		
Tickets redeemed.....		2,833 51	
Excess fares refunded...		9,083 40	
Other repayments.....		9,007 16	
Total deductions.....		20,924 07	
Total pass'gr revenue.			4,333,665 29
Mail.....			622,968 59
Express.....			481,867 75
Extra baggage and stor- age			67,147 01
Total pass'gr earnings			5,505,148 64
FREIGHT—			
Freight revenue.....	13,335,451 84		
Overcharge to shippers.		398,828 67	
Other repayments.....		86,640 21	
Total deductions.....		485,468 88	
Total freight revenue.			12,849,982 96
Total freight earnings.			12,849,982 96
Total passenger and freight earnings.....			18,355,181 60
OTHER EARNINGS FROM OPERATION—			
Car mileage, balance....			90,834 81
Switching charges, bal..			73,291 44
Telegraph companies....			24,459 99

	Total Receipts.	Deductions	Actual Earnings.
Rentals not otherwise provided for.....			30,360 10
Other sources.....			75,894 06
Total other earnings...			<u>294,840 40</u>
Total gross earnings from operation.....			<u>18,649,972 00</u>

BONDS OWNED.

Name.	Total Amount Held.	Rate.	*Income or Int. Received.
Cheyenne & Northern R'y Co....	\$1,250,000	5	
Colorado Central R'y Co.....	4,697,000	7	\$328,790 00
Colorado Central R'y Co.....	22,000	8	1,760 00
Denver, Marshall & Boulder R'y Co.....	10,000	5	
Denver, South Park & Pacific R'y Co.....	3,589,000	6	
Echo & Park City R'y Co.....	480,000	6	14,400 00
Greeley, Salt Lake & Pacific R'y Co.	937,000	7	
Georgetown, Breckenridge & Leadville R'y Co.....	127,000	7	
Kansas Central R'y Co.....	1,347,000	6	
Omaha & Republican Valley R'y Co.....	1,636,000	7	68,426 00
Omaha & Republican Valley R'y Co	2,406,000	5	
Omaha & Republican Valley R'y Co. (extension).....	1,246,000	5	
Salt Lake & Western R'y Co....	1,080,000	6	6,180 00
Utah & Northern R'y Co.....	4,420,000	7	246,715 00
Union Pacific, Lincoln & Colo- rado R'y Co.....	28,000	5	

Name.	Total Amount Held.	Rate.	*Income or Int. Received.
Utah Southern R'y Extension...	982,000	7	103,110 00
Idaho Central R'y Co.....	94,000	6	5,640 00
Kansas City & Omaha R'y Co...	1,182,500	5	58,700 00
Manhattan, Alma & Burlingame R'y Co.....	339,000	6	
St. Louis, Council Bluffs & Omaha R'y Co.....	19,500	6	1,170 00
Loveland Pass Mining & R'y Tunnel Co.....	400,000	7	
Nevada Central R'y Co. income..	250,000	8	
Council Bluffs St. R'y Co.....	45,000	6	1,350 00
Logan Tp., Rooks Co., Kas.....	11,000	6	
Northampton Tp., Rooks Co., Kas	14,000	6	
Plainville Tp., Rooks Co., Kas..	16,000	6	
Richland Tp., Rooks Co., Kas...	6,000	6	
Solomon Tp., Graham Co., Kas..	17,000	6	
Wild Horse Tp., Graham Co., Kas	16,000	6	
U. P. R'y Co. sinking fund.....	304,000	8	23,960 00
U. P. R'y Co. Omaha bridge	5,000	8	375 55
U. P. R'y Co. first mortgage. ...	3,000	6	9,840 00
Kas. Pacific R'y Co., eastern div.	9,000	6	1,099 50
Kas. Pacific R'y Co., middle div..	10,000	6	1,260 00
Kas. Pacific R'y Co., Denver ext.	15,000	6	
Kas. Pacific R'y Co., income.....	24,200	7	
Kas. Pacific R'y Co., income sub- ordinated.....	44,250	7	
Coupon Certificates.....	70	6	
Cheyenne Branch.....	4,000	7	
Miscellaneous bonds sold.....			22,715 95
			895,492 00
Less correction during year.....			6,816 33
	†27,085,520		888,675 67

*The amounts entered in this column were either received or charged in current account to the respective railroad companies during the year.

† In addition to these bonds the company owns the following bonds which are deposited with the trustees under the Kansas Pacific Consolidated Mortgage, viz.:

Junction City & Fort Kearney R'y Co. bonds.....	\$970,000
Golden, Boulder & Caribou R'y Co. bonds.....	60,000
Solomon R'y Co. bonds.....	575,000
Denver & Boulder Valley R'y Co. bonds	550,000
Lawrence & Emporia R'y Co. bonds.....	465,000
Salina & Southwestern R'y Co. bonds.....	540,000
Total	3,160,000

The following bonds owned by the company are held by the American Loan and Trust Company, Boston, in trust, for the benefit of the lien and mortgage creditors of the Kansas Pacific R'y Co., viz.:

Denver, Marshall & Boulder R'y Co. bonds.....	\$216,000
Junction City & Fort Kearney R'y Co. bonds.....	171,000
Kansas City Consolidated Mortgage bonds.....	30,000
Omaha & Republican Valley R'y Co. 5% bonds.....	636,000
Total	1,053,000

The company also owns \$1,523,000 U. P. sinking fund 8% bonds, costing \$1,820,266.70.

STOCKS OWNED.

	Total par Value	Rate	Income or Dividend Received
Cheyenne & Northern.....	\$1,250,000 00		
Colorado Central.....	6,229,000 00	1½	93,435 00
Denver & Middle Park.....	33,000 00		
Denver, Marshall & Boulder....	1,000,000 00	7*	70,000 00
Denver, South Park & Pacific..	6,135,100 00		
Echo & Park City.....	480,000 00		
Greeley, Salt Lake & Pacific...	808,500 00		

	Total par Value	Rate	Income or Dividend Received
Georgetown, Breckenridge & Leadville	305,500 00		
Junction City & Fort Kearney.	44,000 00		
Kansas Central.....	1,813,400 00		
Laramie, No. Park & Pacific....	66,500 00		
Omaha & Republican Valley R'y Co.....	2,327,523 77		
Oregon Short Line R'y Co.....	8,015,600 00		
Salina & Southwestern.....	291,700 00		
Salt Lake & Western.....	1,080,000 00		
Utah & Northern.....	4,816,400 00		
Union Pacific, Lincoln & Colo..	1,997,800 00		
Atchison, Colorado & Pacific...	124,400 00		
Central Branch Union Pacific..	858,800 00		
Colorado Central in Wyoming..	130,000 00		
Colorado Western.....	9,100 00		
Gray's Peak, Snake River & Leadville.....	6,000 00		
Kansas City & Omaha.....	1,725,375 00		
Lawrence & Emporia....	465,000 00		
Leavenworth, Topeka & South- western.....	550,900 00		
Loveland Pass Mining & R'y Tunnel Co.....	4,800 00		
Manhattan, Alma & Burlingame	418,650 00		
Montana.....	420,000 00		
Montana Union.....	175,000 00		
Nevada Pacific.....	300 00		
Nevada Central.....	959,500 00		
Ogden & Syracuse	87,700 00		
Omaha & Elkhorn Valley.....	40,300 00		
St. Joseph & Grand Island.....	2,301,500 00		

	Total par Value	Rate	Income or Dividend Received
South Park & Leadville Short Line R'y Co.....	1,000,000 00		
Utah & Nevada	555,000 00		
Union Pacific R'y Co.....	7,150 00		\$1,487 50
Union Pacific R'y Co.....	154,600 00		
Utah Central R'y Co.....	1,961,900 00		
Union Pacific & Western Colo- rado R'y Co.....	388,300 00		
Bozeman Coal Co.....	96,000 00		
Kansas Carbon Co.....	250,000 00		
Kansas & Eastern R'y Construc- tion Co.....	230,000 00		
Nevada Improvement Co.....	5,000 00		
Occidental & Oriental Steamship Co	5,000,000 00	2	100,000 00
Pacific Express Co.....	2,400,000 00	7½	174,000 00
St. Louis & Mississippi Valley Transportation Co.....	116,000 00		
Union Coal Co	315,100 00		
Union Elevator Co., Omaha....	81,000 00	8†	8,100 00
Union Elevator Co., Co. Bluffs.	46,700 00		
Union Depot Co., Kansas City..	21,000 00	*	29,000 00
Ogden Union R'y & Depot Co...	2,500 00		
Missouri Stone, Lime & Town Co.....	100,000 00		
Union Depot & R. R. Co., Denver	240,000 00		
Total.....	\$57,381,598 77		\$466,972 50

In addition to the stocks enumerated the company owns

*Dividend paid from accumulated surplus.

†The yearly rate of dividend on this stock is 8 per cent. This amount (\$8,100) includes a quarterly dividend belonging to the previous year, but not received until the year covered by this report.

§This amount represents past due dividends on Union Pacific Railroad Company stock converted into Union Pacific Railroad Company stock during the year.

the following stocks which are deposited with the trustees under the Kansas Pacific Consolidated Mortgage, viz.:

Denver & Boulder Valley R'y Co.....	\$ 17,000
Golden, Boulder & Caribou R'y Co	60,000
Junction City & Fort Kearney R'y Co.....	720,000
National Land Co.....	200,000
Solomon R'y Co.	1,000,500
Total	<u>\$1,997,500</u>

RENTALS RECEIVED

FROM LEASE OF TRACKS, YARDS AND TERMINALS.

TRACKS—

From Ogden, Utah, to point 5 miles west, So. Pacific Co.....	\$20,000 00
Between Kansas City and Topeka, Kas., Chicago, Kansas & Nebras- ka R'y Co.....	35,000 28
Between LaSalle, Col., and Denver, Col., Colorado Central R'y Co.....	104,898 48
Total	<u>\$159,898 76</u>

YARDS—

Ogden Utah, So. Pacific Co.....	\$ 174 96
Total	<u>\$174 96</u>

TERMINALS:

Council Bluffs, Ia., Chicago & North- western R'y Co.....	\$4,400 03
Council Bluffs, Ia., Chicago, Burl- ington & Quincy R'y Co.....	4,400 03
Council Bluffs, Ia., Kansas City, St. Joseph & Council Bluffs R'y Co...	4,400 03
Council Bluffs, Ia., Chicago, Rock Island & Pacific R'y Co.....	4,400 03

Council Bluffs, Ia., Chicago, Milwaukee & St. Paul R'y Co.....	4,400 08	
Council Bluffs, Ia., Omaha & St. Louis R'y Co.....	4,400 03	
Leavenworth, Kas., Kansas City, Wyandotte & Northwestern R'y Co	4,500 00	30,900 18
Grand total.....		\$190,973 90

MISCELLANEOUS INCOME.

	Net Miscellaneous Income
Pullman Association cars.....	\$155,949 85
Profit on commercial coal.....	166,419 66
Miscellaneous land receipts.....	20,893 49
Total	\$343,263 00

OPERATING EXPENSES.

Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.

Item	Chargeable to Passenger Traffic	Chargeable to Freight Traffic	Total
MAINTENANCE OF WAY AND STRUCTURES—			
Repairs of Roadway.....	\$353,866 42	\$626,026 43	\$979,892 85
Renewals of Rails	55,375 04	109,435 85	164,810 89
Renewals of Ties.....	164,380 16	281,326 38	445,706 54
Repairs of Bridges and Culverts	56,509 50	90,430 31	146,939 81
Repairs of Fences, Road-cross- ings, Signs, and Cattle Guards	14,789 90	27,175 67	41,965 57
Repairs of Buildings.	46,482 99	79,820 70	126,303 69
Repairs of Telegraph.....	6,670 54	10,773 56	17,444 10
Total.....	\$698,074 55	\$1,224,988 90	\$1,923,063 45

NEBRASKA BOARD OF TRANSPORTATION.

501

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
MAINTENANCE OF EQUIPMENT—			
Repairs and renewals of Locomotives	\$273,843 95	\$641,318 90	\$915,162 85
Repairs and renewals of Passenger Cars.....	369,533 03	.....	369,533 03
Repairs and renewals of Freight Cars.....	.....	768,628 98	768,628 98
Shop Machinery, Tools, etc....	27,483 98	49,081 95	76,565 93
Total.....	\$670,860 96	\$1,459,029 83	\$2,129,890 79
CONDUCTING TRANSPORTATION—			
Wages of Enginemen, Firemen and Round-housemen.....	\$350,705 80	\$755,621 66	\$1,106,327 46
Fuel for Locomotives.. ..	334,039 84	880,650 50	1,214,690 34
Water-supply for Locomotives	22,201 99	58,532 52	80,734 51
All other supplies for Locomotives.....	22,027 63	39,764 91	61,792 54
Wages of other Trainmen.....	227,555 08	412,408 99	639,964 07
All other train supplies.....	54,583 44	100,169 14	154,752 58
Wages of Switchmen, Flagmen and Watchmen.....	124,267 56	221,986 39	346,253 95
Expense of Telegraph, including Train Dispatchers and Operators.....	66,590 60	116,731 67	183,322 27
Wages of Station Agents, Clerks and Laborers.....	321,311 84	559,661 30	880,973 14
Station supplies.....	35,657 16	58,374 98	94,032 14
Loss and Damage.....	27,209 43	126,633 61	153,843 04
Injuries to persons.....	39,170 78	57,374 10	96,544 88
Total.....	\$1,625,321 15	\$3,387,909 77	\$5,013,230 92
GENERAL EXPENSES—			
Salaries of Officers.....	\$59,869 98	\$110,883 01	\$170,752 99
Salaries of Clerks.....	88,213 24	161,019 67	249,232 91
General Office expenses and Supplies.....	11,333 90	22,315 77	33,649 67
Agencies, including Salaries, and Rent.....	88,971 25	162,904 56	251,875 81
Advertising	140,751 67	.....	140,751 67
Commissions.....	194,698 85	.....	194,698 85

THIRD ANNUAL REPORT OF THE

Item	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Insurance	25,014 32	44,834 56	69,848 88
Expense of Traffic Associations	13,098 11	23,678 89	36,777 00
Rentals not otherwise provid- ed for.....	3,385 09	7,095 05	10,480 14
Legal Expenses... ..	57,167 09	109,694 07	166,861 16
Stationery and Printing.....	34,576 43	61,235 97	95,812 40
Other General Expenses.	17,069 36	35,776 94	52,846 30
Total.....	\$734,149 29	\$739,438 49	\$1,473,587 78
RECAPITULATION OF EXPENSES—			
Maintenance of Way and Struc- tures	\$698,074 55	\$1,224,988 90	\$1,923,063 45
Maintenance of Equipment....	670,860 96	1,459,029 83	2,129,890 79
Conducting Transportation....	1,625,321 15	3,387,909 77	5,013,230 92
General Expenses.....	.734,149 29	739,438 49	1,473,587 78
Grand Total.....	3,728,405 95	6,811,366 99	10,539,772 94
Percentage of Operating Ex- penses to Earnings.....			56.51

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD. *

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

TRACKS—

Lawrence, Kas., Atchison, Topeka & Santa Fe R'y Co.....	\$185 20
Total Rentals—B.....	\$185 20

*No payments for lease of road were made within the year. A payment of \$209,-170.81 was made to or for account of the St. Joseph & Grand Island Railroad Company under a traffic contract, which has been charged under "Other Deductions." A payment of \$27,600 was also made for account of the Leavenworth, Topeka & South-western Railroad Company, which is included in the same item.

GENERAL BALANCE SHEET.

DR.

Cost of Road and Equipment.....	\$166,178,839 68
Bonds of other companies owned.....	21,692,113 80
Stocks of other companies owned.....	18,703,521 76
Other permanent investments.....	7,648,454 34
Cash and Current Assets.....	3,859,026 73

OTHER ASSETS:

Material and Supplies.....	1,551,333 45
Sinking fund	2,366,544 51
Sundries*	1,820,266 70
Land Assets.....	17,759,388 33

Total..... \$241,578,989 25

CR.

Capital Stock.....	\$60,868,500 00
Funded Debt.....	80,366,655 00
Accrued interest on funded debt not yet payable	721,920 00
U. S. Currency Bonds.....	33,539,512 00
Interest on same.....	\$43,161,407 82
Less amount repaid.....	25,857,569 60
	17,303,838 22

PROFIT AND LOSS:

General Income.....	23,222,324 41
Income used for Sinking F'd	5,244,378 78
Land and Trust income.....	25,187,050 71
	53,653,753 90

Less, deficit U. S. requirements compared with interest on U. S. bonds from Feb. 1, 1880, to date 4,875,189 87 48,778,564 03

Total \$241,578,989 25

*See items marked * under "Bonds owned," and "Important changes during the year."

CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.

NET INCOME:

From Operation.....	\$8,110,199 06	
From Other Sources.....	1,889,885 07	
From Sales of Land and Land Income.....	1,005,700 48	
From Income used for Sink- ing Funds	747,825 00	
	<hr/>	
	11,753,609 61	
Less, excess of interest on U. S. bonds over require- ment under Thurman Act.	767,186 20	
Total.....	<hr/>	\$10,986,423 41

INCREASE IN LIABILITIES:

Interest due the United St'ts	710,975 71	
Total	<hr/>	710,975 71

DECREASE IN ASSETS:

Cash on Hand.....	451,144 96	
Other Assets.....	4,696,852 42	
Total.....	<hr/>	\$5,147,497 38

MISCELLANEOUS:

Sale of securities owned	1,299,750 66	
Total	<hr/>	\$1,299,750 66

Grand Total*.....		\$18,144,647 16
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RESOURCES ACCOUNTED FOR.

FIXED CHARGES:

Interest on Funded Debt pd.	\$4,984,956 91	
Other interest paid.....	58,431 04	
Rentals.....	185 20	
Taxes	689,156 10	
Total	<hr/>	\$5,732,719 25

OTHER CHARGES AGAINST NET IN-

COME		2,444,584 89
Permanent Improvements...	446,098 97	
Additional Equipment.....	2,390,947 45	
Total.....		<u>\$2,837,041 42</u>

DECREASE IN LIABILITIES:

Reduction in Funded Debt..	287,000 00	
Decrease in Current Liabil'ts.	2,470,964 71	
Total		<u>\$2,757,964 71</u>

INCREASE IN ASSETS:

Cash Assets.....	\$1,853,337 13	
Total.....		<u>\$1,853,337 13</u>

MISCELLANEOUS:

Securities purchased.....	\$1,820,266 70	
Transferred to Sinking Fund	657,276 23	
Decrease in Interest accrued not yet due	8,983 24	
Total		<u>\$2,486,526 17</u>

Grand Total*..... \$18,112,173 07

*Resources to account for.....	\$18,144,647 16
Resources accounted for.....	<u>18,112,173 07</u>
Not accounted for.....	<u>82,474 09</u>

This amount is the difference between:

Interest on Funded Debt accrued.....	\$5,017,431 00
Interest on Funded Debt paid.....	<u>4,984,956 91</u>
Difference as above	32,474 09

IMPORTANT CHANGES DURING THE YEAR.

All new mortgages or stock issued. Under the Equipment Trust Indenture, dated October 1, 1887, American Loan and Trust Company, trustee, \$2,036,000, Bonds Series B have been issued, of which \$210,000 have been paid and canceled, leaving \$1,826,000 outstanding.

All important physical changes. Union depot built at Ogden, Utah, in the interest, and for the accommodation, of the roads centering at that point.

All important financial changes (other than those above referred to). The funded debt has been reduced as follows :

Land Grant Bonds, U. D.....	\$1,019,000 00
Sinking Fund " "	2,000 00
Omaha Bridge " "	126,000 00
Denver Extension Bonds, K. D.	56,000 00
Consolidated " "	724,000 00
Collateral Trust, 6% " U. D.	110,000 00
Collateral Trust, 5% "	131,000 00
Equipment Trust " Series A	71,000 00
Total reduction.....	<u>\$2,239,000 00</u>

And increased as follows :

Omaha Bridge Renewal Bonds \$ 126,000.00

Equipment Trust Bonds,

Series B..... 1,826,000.00

Total increase.... \$1,952,000 00

Net reduction..... \$ 287,000 00

SECURITIES PURCHASED—

Union Pacific Sinking Fund Bonds \$1,523,000, costing \$1,820,266.70; purchased and held by the Union Trust Co., New York, trustee, and not included in the preceding \$287,000.

TRANSFERRED TO SINKING FUND—

Denver Extension, Kan. Pacific Cash and Securities.....	\$ 305,734 54
Sinking Fund for benefit of lien and mortgage creditors of the Kansas Pacific Railway Co., Cash and Securities.....	219,282 71
Union Pacific 8% Sinking Fund, Cash.....	134,038 37
Total.....	<u>\$ 659,055 62</u>
Less reduction collateral trust, 5% Sinking Fund	1,779 39
Net	<u>\$657,276 23</u>

CONTRACTS, AGREEMENTS, ETC.

A concise statement of all existing contracts, agreements, arrangements, etc., with other companies, or persons, concerning the transportation of freight or passengers:

Express Companies? Express business handled by Pacific Express Company under contract of May 1, 1886. The Union Pacific gets 50% of gross receipts.

Mails? Rates fixed by Postmaster General. Monthly compensation approximately, \$52,785.38.

Sleeping, Parlor or Dining Cars? Pullman Palace Sleeping and Parlor Cars are run on all the lines of the company. The company owns a three-fourths interest in the equipment, under contract of May 1, 1884. These cars are kept in repair and operated by Pullman's Palace Car Company under contract of February 1, 1889.

Freight or Transportation Companies or Lines? None.

Other Railroad Companies? Oregon Short Line Railroad Co., January 12, 1882; St. Joseph & Grand Island Railroad Co.,

July 1, 1885; Kansas City & Omaha Railroad Co., January 1, 1887; Union Pacific, Lincoln & Colorado Railroad Co., August 1, 1888.

Steamboat or Steamship Companies? None.

Telegraph Companies? Western Union Telegraph Company, dated July 1, 1881.

SECURITY FOR FUNDED DEBT.

Union Pacific Railroad, first mortgage, from Omaha, Neb., to five miles west of Ogden, 1,034.51 miles; mortgage per mile, \$16,000, \$32,000 and \$48,000; equipment mortgaged, (a); income mortgaged, all from operation; securities mortgaged, none.

Union Pacific Railroad, land grant, from Omaha, Neb., to five miles west of Ogden, 1,034.51 miles; mortgage per mile, \$10,000; equipment mortgaged, none; income mortgaged, receipts from lands; securities mortgaged, none.

Union Pacific Railroad, sinking fund, from Omaha, Neb., to five miles west of Utah, 1,034.51 miles; mortgage per mile, \$15,466 26; equipment mortgaged, (b); income mortgaged, receipts from lands; securities mortgaged, none.

Union Pacific Railroad, Omaha bridge, from Council Bluffs, Ia., to Omaha, 3.95 miles; equipment mortgaged, none; income mortgaged, bridge income; securities mortgaged, none.

Union Pacific Railroad, collateral trust; income mortgaged, none; securities mortgaged, (c):

First Kansas Pacific, eastern division, from Kansas City to first 140 miles west, 140 miles; mortgage per mile, \$16,000; equipment mortgaged, (d); income mortgaged, all from operation.

First Kansas Pacific, middle division, from 140 miles west of Kansas City to 393.1516 miles west, 253.1516 miles; mortgage per mile, \$16,000; equipment mortgaged, (e); income mortgaged, all from operation.

First Kansas Pacific, Denver extension, from 394 miles west of Kansas City to Denver, Col., 236 miles; mortgage per mile, \$27,542 37; equipment mortgaged, (f); income mortgaged, all from operation.

First Kansas Pacific, Leavenworth branch, from Leavenworth, Kas., to Lawrence, Kas., 31.93 (1) miles; equipment mortgaged, (g); income mortgaged, all from operation.

First Kansas Pacific, consolidated, from Kansas City to Denver and from Leavenworth to Lawrence, 674.87 (2) miles; equipment mortgaged, (h); income mortgaged, land income and operating income subject to prior liens; securities mortgaged, (i).

First Kansas Pacific, income mortgage, from Kansas City to 140 miles west, 140 miles, and from Leavenworth, Kas., to Lawrence, Kas., 31.93 (1) miles; income mortgaged, earnings subject to prior liens.

First Denver Pacific, Cheyenne branch, from Denver to Cheyenne, 106.08 (1) miles; equipment mortgaged, (j); income mortgaged, all from operation and lands.

Union Pacific Railroad, trust 5 per cent; income mortgaged, none; securities mortgaged, (k).

Union Pacific Railroad, Omaha branch renewal, from Council Bluffs to Omaha, 3.95 miles; income mortgaged, subject to first mortgage.

Union Pacific Railroad, equipment trust, series "A;" equipment mortgaged, (l).

Union Pacific Railroad, equipment trust, series "B;" equipment mortgaged, (l).

(1)—But few bonds of these issues are outstanding.

(2)—Bonds for a large amount have been issued in exchange for securities of other lines. A mileage proportion of the bonds outstanding under this mortgage may therefore be misleading.

(a) (b) (d) (e) (f) (g) (h) (j)—At date of the several mortgages the equipment in use on the road mortgaged was subject to the liens named, but since the consolidation in 1880 the equipment is not apportioned to mortgages or divisions. In case of foreclosure an equitable apportionment would be necessary.

(c) Colorado Central R'y Co., first mortgage, 7 per cent bonds.....	\$1,972,000
Utah & Northern R'y Co.....	2,235,000
Omaha & Republican Valley R'y Co., first mortgage 7 per cent.....	971,000
Total	<u>\$5,178,000</u>

(i) Bonds and stocks as follows:

Company.	Bonds.	Stocks.
Leavenworth Branch.....	\$ 582,000	
Income, Kansas Pacific R'y Co.....	217,750	
Income, Kansas Pacific R'y Co., subordinated.....	3,948,400	
Cheyenne Branch (Dever Pacific R'y & Telegraph).....	1,967,000	
Denver & Boulder Valley R'y Co.....	550,000	\$ 17,000
Golden, Boulder & Caribou R'y Co.....	60,000	60,000
Junction City & Fort Kearney R'y Co.....	970,000	720,000
Lawrence & Emporia R'y Co.....	465,000	
Salina & Southwestern R'y Co.....	540,000	
Solomon R'y Co	575,000	1,000,500
National Land Co.....		200,000
Total.....	\$9,875,150	\$1,997,500

(k) Colorado Central first mortgage 7 per cent bonds	\$1,313,000
Omaha & Rep. Valley R'y Co. 7 per cent bonds.....	644,000
Omaha & Rep. Valley R'y Co. 5 per cent bonds.....	2,100,000
Utah & Northern R'y Co. 7 per cent bonds.....	2,031,000
Utah Southern R'y Co. extension 7 per cent bonds....	88,000
Total.....	<u>\$6,176,000</u>

EMPLOYEES AND SALARIES.

Class.	No.	Total Yearly Compensation	Av. Daily Com- pensation
General Officers.....	43	\$219,000 44	
General Office Clerks.....	323	281,108 48	\$2 42
Station Agents.....	420	323,366 40	2 14
Other Station Men.....	811	548,324 40	1 88
Enginemen	701	960,743 40	3 81
Firemen.....	699	570,676 80	2 27
Conductors.....	374	443,495 76	3 29
Other Trainmen.....	725	581,045 76	2 23
Machinists.....	531	512,677 20	2 68
Carpenters.....	484	450,613 80	2 59
Other Shopmen.....	2,209	1,743,521 76	2 19
Section Foremen....	677	491,866 80	2 02
Other Trackmen	2,421	1,204,554 00	1 38
Switchmen, Flagmen and Watchmen.....	417	378,848 68	2 49
Telegraph Operators and Dis- patchers	304	265,717 80	2 4
All other Employes and Labor- ers.....	849	825,868 80	2 70
Total.....	11,988	\$9,797,430 28	

DISTRIBUTION OF ABOVE.

General Administration.....	599	\$803,207 32	3 72
Maintenance of Way and Struc- tures.....	3,676	2,194,123 20	1 66
Maintenance of Equipment.....	3,127	2,612,260 20	2 36
Conducting Transportation.....	4,583	4,187,839 56	2 54
Total	11,988	\$9,797,430 28	

PASSENGER, FREIGHT AND TRAIN MILEAGE.**Passenger Traffic—**

Number of passengers carried earning revenue, 2,548,301.

Number of passengers carried one mile, 202,975,880.

Average distance carried, 79.81 miles.

Total Passenger revenue, including extra baggage,
\$4,400,812.80.

Average amount received from each passenger, \$1.73.

Average receipts per passenger per mile, \$.02168.

Estimated cost of carrying each passenger one mile, \$.01869.

Passenger earnings per mile of road, \$2,416.13.

Passenger earnings per train mile, \$1.352.

Freight Traffic—

Number of tons carried of freight earning revenue,
4,389,291.

Number of tons carried one mile, 1,101,867,734.

Average distance haul of one ton, 251.04 miles.

Total freight revenue, \$12,849,982.96.

Average amount received for each ton of freight, \$2.928.

Average receipts per ton per mile, \$.01166.

Estimated cost of carrying one ton one mile, \$.00618.

Freight earnings per mile of road, \$7,054.89.

Freight earnings per train mile, \$2.202.

Passenger and Freight—

Passenger and freight earnings, \$17,250,795.26.

Passenger and freight earnings per mile of road, \$9,471.02.

Expense per mile of road, \$5,786.54.

Total earnings per mile of road, including Mails, Ex-
press, etc., \$10,239.19.

Number of passenger trains per mile of road, 1,784.

Number of freight trains per mile or road, 3,194.

Number of mixed trains per mile of road, 13.

Train Mileage—

Miles run by passenger trains, 3,248,794.

Miles run by freight trains, 5,817,742.

Miles run by mixed trains, 24,908.

Total Mileage Trains Earning Revenue, 9,091,444.

Miles run by switching trains, 2,667,762.

Miles run by construction and other trains, 248,979.

Grand Total Train Mileage, 12,018,185.

*Mileage of loaded freight cars, South or East, 54,251,193.

*Mileage of loaded freight cars, North or West, 54,406,780.

Mileage of empty freight cars, South or East, 17,361,335.

Mileage of empty freight cars, North or West, 17,262,662.

Average number of freight cars in train, 25.

*Average number of loaded cars in train, 19.

Average number of empty cars in train, 6.

Average number of tons of freight in train, 188.50.

†Average number of tons of freight in each loaded car.
10.71.

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

	Originat- ing on this road Tons	Received from other Sources Tons	Total Freight Tonnage	
			Tons	Per Cent.
PRODUCTS OF AGRICULTURE—				
Grain.....	208,455	352,221	560,676	14.219
Flour.....	26,201	17,732	43,933	1.114
Other Mill Products.....	16,345	8,571	24,916	.632
Hay.....	51,157	12,831	63,988	1.623
Tobacco.....	508	2,850	3,358	.085
Fruit and Vegetables.....	29,028	71,411	100,439	2.547

*Caboose treated as loaded.

†Caboose treated as empty.

	Origin- ating on this Road Tons	Received from other Sources Tons	Total Freight Tonage	
			Tons	Per Cent
PRODUCTS OF ANIMALS—				
Live Stock.....	194,632	215,329	409,961	10.397
Dressed Meats.....	67,058	1,325	68,382	1.734
Other Packing-house Pro- ducts	26,642	12,520	39,162	.993
Poultry, Game and Fish.....	4,157	16,979	21,136	.536
Wool	4,396	11,094	15,490	.393
Hides and Leather.....	4,456	2,440	6,896	.175
PRODUCTS OF MINES—				
Anthracite Coal.....	1,646	49,602	51,248	1.300
Bituminous Coal.....	753,625	304,986	1,058,611	26.848
Coke	569	26,822	27,418	.695
Ores	6,749	94,825	101,574	2.576
Stone, Sand and other like articles	15,200	155,751	170,951	4.336
PRODUCTS OF FORESTS—				
Lumber	72,568	216,661	289,229	7.335
MANUFACTURES—				
Petroleum and other Oils....	13,762	25,141	38,903	.987
Sugar	3,643	36,056	39,699	1.007
Iron, Pig and Bloom	757	4,288	5,045	.128
Iron and Steel Rails.....	2,420	3,708	6,128	.155
Other Castings and Machi- nery	4,585	30,311	34,896	.885
Bar and Sheet Metal	20,849	50,300	71,149	1.805
Cement, Brick and Lime....	11,325	41,626	52,951	1.341
Agricultural Implements ..	3,369	17,216	20,585	.522
Wagons, Carriages, Tools, Etc.....	1,720	15,239	16,959	.430
Wines, Liquors and Beer....	8,099	28,640	36,739	.932
Household Goods and Fur- niture.....	7,157	18,256	25,413	.645
Merchandise.....	186,879	312,176	499,055	12.657
MISCELLANEOUS—				
Other commodities not men- tioned above.....	24,418	13,732	38,150	.968
Total Tonnage	1,772,402	2,170,639	3,943,041	100.00

DESCRIPTION OF EQUIPMENT.

ITEM	*Number Added During Year	*Total Number at end of Year	EQUIPPED WITH TRAIN BRAKE		CARS FITTED WITH AUTOMATIC COUPLER	
			Number	Kind	Number	Kind
Locomotives—						
Passenger	25	114	114	Automatic	.....	.....
Freight	40	298	298	"	.....	.....
Switching.....	10	75	31	"	.....	.....
Total	75	487	448	Automatic	.....	.....
Cars in Passenger Service—						
First-class passenger cars	15	188	188	"	188	Miller
Second-class passenger cars	9	9	9	"	9	"
Combination passenger cars	8	19	19	"	19	"
Emigrant cars	+ 8	74	74	"	74	"
Dining cars .....	.....	.....	.....	.....	.....	.....
Parlor cars. ....	.....	.....	.....	.....	.....	.....
Sleeping cars.....	18	66	66	"	66	"
Express and postal cars.....	8	97	97	"	97	"
in passenger service	1	12	12	"	12	"
Total	46	415	415	Automatic	415	Miller
Cars in Freight Service—						
Box cars.	1,580	5,902	5,175	"	.....	.....
Flat cars.....	8	488	193	"	.....	.....
Stock cars	80	1,208	1,112	"	.....	.....

DESCRIPTION OF EQUIPMENT—CONTINUED.

ITEM	*Number Added During Year	*Total Number at end of Year	EQUIPPED WITH TRAIN BRAKE		CARS FITTED WITH AUTOMATIC COUPLER	
			Number	Kind	Number	Kind
Coal cars.....	612	1,777	1,081	Automatic	.....	.....
Tank cars.....	.....	.....	.....	.....	.....	.....
Refrigerator cars.....	300	427	427	“	.....	.....
Other cars.....	136	338	186	“	.....	Miller
Total.....	2,711	10,140	8,174	Automatic	85	Miller
Cars in Company's Service—						
Derrick cars.....	.....	12	1	“	.....	.....
Caboose cars.....	27	204	33	“	.....	.....
Other road cars.....	4	123	34	“	.....	.....
Officer's car.....	.....	.....	.....	.....	.....	.....
Total.....	31	339	68	Automatic	.....	.....
Cars contributed to fast freight line service.....	†9	410	410	“	.....	.....
Total owned.....	.....	.....	.....	.....	.....	.....
Cars leased.....	.....	.....	.....	.....	.....	.....
Grand Total.....	2,779	11,904	9,067	Automatic	500	Miller

† Denote reduction.

*Includes the following Trust Equipment held in trust by the American Loan & Trust Company, Trustee, Boston.

	Number added during year.	Total number at end of year.
LOCOMOTIVES—		
Passenger.....	25	35
Freight.....	40	70
Switching....	10	10
Total.....	75	115
PASSENGER CARS—		
First Class.....	20	34
Emigrant.....	10	34
Baggage, Express and Postal.....	6	20
Total.....	36	88
FREIGHT CARS—		
Box.....	1,009	1,009
Stock	83	283
Coal.....	611	611
Refrigerator.....	300	350
Furniture.....	600	700
Dump.....	100	100
Total.....	2,703	3,053
CARS IN COMPANY'S SERVICE—		
Caboose.....	27	27

THIRD ANNUAL REPORT OF THE

MILEAGE (BY STATES AND TERRITORIES) OWNED BY ROAD MAKING THIS REPORT.

STATE OR TERRITORY	Main Line Owned	Branch Line Owned	Line Oper- ated under Lease	Line Oper- ated under Rights	Total Mileage Excluding Trackage Rights		Line Oper- ated under Trackage Rights		Total Mileage Excluding Trackage Rights	
					Owned	Leased	Owned	Leased	Owned	Leased
Iowa	2.00	1.70	...	...	4.12	...	...	...	4.12	...
Nebraska	3.95	3.95	...	...	...	...	...	...	...	...
Missouri .....	.51	...	...	...	.51	...	...	...	.51	...
Kansas	444.10	20.00	...	...	480.15	...	19.62	...	400.73	...
Colorado	296.12	...	...	...	296.12	...	...	...	296.12	...
Wyoming	499.55	3.33	...	...	502.88	...	3.33	...	499.55	...
Utah	75.17	...	...	...	75.17	...	3.66	...	71.51	...
Total mileage owned (single track)	1,781.43	45.00	...	...	1,826.43	...	26.61	...	1,799.82	...

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind	Tons	Lbs.	Average Weight per yard	Av. Price per ton at distributing Point
Iron	1,406	1,894	58 lbs.	\$20 35
Steel.....	9,445	1,620	62 lbs.	30 54

NEW TIES LAID DURING YEAR.

Kind	No.	Average price at Distributing Point
Oak	482,221	
Cedar.....	60,154	
Pine.....	171,265	
Other kinds.....	14,919	
Total	728,559	57.4

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES	COAL--TONS		Average Pounds Consumed per mile
	Anthracite	Bituminous	
Passenger	156,081.	92.14
Freight	411,218.	112.56
Switching	75,589.	56.99
Construction	7,651.	71.70
Total	650,542.00	95.94
Average cost at distributing point	\$1.78	
		9,249.75	
		
		656,707.83	
		13,690,161	

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT	EMPLOYEES							
	TRAINMEN		SWITCHMEN, FLAGMEN AND WATCHMEN		OTHER EMPLOYEES		TOTAL	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling and uncoupling.....	1	21	3	38	.....	4	4	63
Falling from trains and engines.	1	25	.....	6	1	6	2	37
Overhead obstructions	2	3	.....	.....	.....	.....	2	3
Collisions	2	10	.....	.....	.....	1	2	11
Derailements ..	.....	4	.....	1	.....	.....	.....	5
Other train accidents.....	.....	5	.....	.....	.....	.....	.....	5
At highway crossings.....	.....	.....	.....	.....	1	.....	1	.....
At stations.....	.....	3	.....	.....	.....	4	.....	7
Other causes..	.....	54	.....	12	1	163	1	229
Totals.....	6	125	3	57	3	178	12	360

ACCIDENTS TO PERSONS.—CONTINUED.

OTHERS				
TRESPASSING		TOTAL		
led	Injured	Killed	Injured	
.....	1	.....	2	
1	.....	1	.....
.....	
.....	2	.....	2	
1	2	7	11	
1	4	6	6	
3	9	14	21	

CHARACTERISTICS OF ROAD—CONTINUED.

Bridges—

Number Iron, 41.

Number Wooden, 35.

Trestles—

Number, 1,862.

Aggregate length, 84,987 feet.

Tunnels—

Number, 4.

Maximum length, 769 feet.

Minimum length, 80 feet.

Aggregate length of all tunnels, 1,654 feet.

Gauge of Track—

Four feet, 8½ inches.

Telegraph—

Owned by this company, 781 miles; jointly with Western Union Telegraph Co., 1,022 miles of line. Total, 1803.

Owned by this company, 3,890 miles of wire.

Operated jointly with Western Union Telegraph Co., 1,803 miles of line.

Operated by this company, 3,872 miles of wire; by Western Union Tel. Co., 7,418 miles of wire. Total, 11,290 miles of wire.

GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Provision has been made for the payment of the funded debt to the extent named below: First mortgage bonds, U. D.; there is no sinking fund under this mortgage. Land grant bonds, U. D.; there is cash in hands of trustee to pay all bonds. Sinking fund bonds, U. D.; the payment of these bonds is provided for by a sinking fund of 1 per cent. yearly of amount outstanding, and by proceeds of land sales after satisfy-

ing the land grant mortgage. These provisions will be sufficient to pay all the outstanding bonds. Omaha bridge bonds, U. D.; annual drawing and redemption provide for payment of all bonds at or before maturity. Collateral trust bonds, U. D.; payment provided for in part by a sinking fund. Eastern division bonds, K. D., 1st mortgage; Middle division bonds, K. D., 1st mortgage; there is no sinking fund under these two mortgages. Denver extension bonds, K. D., 1st mortgage; payment provided for by a yearly sinking fund and by application of proceeds of land sales. Trust 5 per cent. bonds; payment provided for in part by a sinking fund. Omaha bridge renewal bonds; payment substantially provided for by a sinking fund. Consolidated mortgage bonds, K. D.; payment provided for by proceeds of land sales and income from securities held under the mortgage. The following classes of bonds are provided for by the consolidated mortgage: Leavenworth Branch; ditto, coupon certificates; Income bonds; Cheyenne Branch bonds; and Denver Extension coupon certificates.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs. Union Depot & R. R. Co., Denver, Col.; Union Depot Company, Kansas City, Mo.; Leavenworth Depot & R. R. Co., Leavenworth, Kans.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Colorado-Utah Association, Interstate Commerce Railway Association, Trans Continental Association, Trans Missouri Freight and Passenger Association, Western Colorado Railway Association, Western Railway Weighing and Inspecting Bureau, Western Freight Association.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK. } ss.

WE, THE UNDERSIGNED, Charles F. Adams, president, and Oliver W. Mink, comptroller, of the Union Pacific Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. F. ADAMS,
President.

OLIVER W. MINK,
Comptroller.

Subscribed and sworn to before me this 19th day of September, 1889.

[SEAL]

FRANK D. BUTRICK,
Notary Public.

DETAILED STATEMENT

OF

RAILROAD MILEAGE IN NEBRASKA.

Burlington & Missouri River Railroad Com- pany in Nebraska. (Chicago, Burlington & Quincy Railroad Company owner)—			MILES.
Plattsmouth Bridge to Kearney.....			191.61
Omaha & Southwestern Railroad—			
Omaha to Oreapolis	16.48		
Crete to Beatrice	80.09	46.93	
Omaha & North Platte Railroad—			
Omaha to Schuyler.....		80.78	
Nebraska Railway—			
Nemaha to York		186.40	
Lincoln & Northwestern Railroad—			
Lincoln to Columbus		73.08	
Atchison & Nebraska Railroad—			
Lincoln to Kansas State Line.....		107.59	
Republican Valley Railroad—			
Nemaha to Salem	17.60		
Nemaha to Beatrice.....	65.56		
Beatrice to Wymore	11.87		
York to Central City.....	41.81		
Table Rock to Amboy.....	142.94		
Hastings to Colorado State Line.....	239.81		
Aurora to Grand Island.....	18.51		
Aurora to Hastings.....	27.75	564.85	

	MILES.	
Nebraska & Colorado Railroad—		
De Witt to Colorado State Line.....	298.32	
Fairmont to Chester.....	45.19	
Edgar to Superior.....	26.53	
Kenesaw to Oxford Junction.....	60.67	430.71
Republican Valley, Kansas & Southwestern Railroad—		
Republican City to Kansas State Line....		8.50
Oxford & Kansas Railroad—		
Orleans to Kansas Line.....		59.61
Lincoln & Black Hills Railroad—		
Central City to Arcadia, Burwell and Ericson		157.88
Grand Island & Wyoming Central Railroad—		
Grand Island to Alliance.....		269.60
Rulo Bridge Line		3.42
Nebraska City Bridge Line.....		2 09
Chicago, Nebraska & Kansas Railroad—		
Odell to State Line.....		5.28
Union Pacific Railway—		
Omaha to Wyoming State Line		467.22
Omaha & Republican Valley Railway—		
Valley to Kansas State Line.....	121.41	
Columbus to Norfolk.....	50.37	
Valparaiso to Stromsburg.....	53.30	
Oconeet to Albion.....	34.54	
Geneva to Cedar Rapids.....	30.55	
Grand Island to Ord.....	60.77	
St. Paul to Loup City.....	39.40	
Boelus to Nantasket.....	9.53	
Scotia Junction to Scotia.....	1.27	
Blue Springs Junction to Blue Springs	0.68	401.82

		MILES.
Kansas City & Omaha Railway—		
Stromsburg to Fairfield.....	64.44	
K. C. & O. Junction to Y Switch.....	43.60	
Alma Junction to Alma.....	85. 0	193.24
St. Joe & Grand Island Railroad—		
Grand Island to Kansas State Line...		113.30
Missouri Pacific Railway—		
Omaha to Kansas State Line.....	113.32	
Nebraska City Junction to Weeping Water via Nebraska City.....	42.97	
Weeping Water to Lincoln.....	33.86	
Talmage to Crete.....	58.18	
From Main track to South Omaha....	3.74	262.07
Pacific Railway—		
Prosser to Kansas State Line		71.22
Chicago, Kansas & Nebraska Railway—		
Kansas State Line near Dubois to Kansas State Line near Thompson	91.29	
Fairbury to Nelson.....	51.20	142.49
Sioux City & Pacific Railroad—		
Missouri River to Fremont.....		26.95
Fremont Elkhorn & Missouri Valley Rail- road—		
Omaha to Wyoming State Line.....	497.22	
Fremont to Hastings.....	127.26	
Linwood to Superior.....	122.86	
Platte River to Lincoln.....	45.11	
Junction near Scribner to Oakdale via Albion.....	113.91	
Norfolk Junction to Verdigrée.....	54.04	
Dakota Junction to South Dakota State Line.....	13.12	
Irvington to South Omaha.....	10.36	983.88

MILES.

Chicago, St. Paul, Minneapolis & Omaha
Railway—

Missouri River near Covington to Omaha.....	122.90	
Coburn Junction to Ponca ...	16.83	
Emerson to Norfolk.....	46.50	
Wakefield to Hartington.....	88.76	
Wayne to Randolph.....	21.68	241.12
Grand Total.....	<u>241.12</u>	<u>5,046.20</u>

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